

FORTY-FOURTH ANNUAL REPORT

of the

**WATERLOO
HISTORICAL
SOCIETY**



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**WATERLOO
HISTORICAL
SOCIETY**



PUBLISHED BY THE SOCIETY

KITCHENER, ONTARIO

MARCH 1957

COUNCIL

1957

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PRESIDENT'S ADDRESS

I welcome you to this, the 44th annual meeting of the Waterloo Historical Society.

I should like first of all to express the thanks of our society to Mr. Preston Graham of the Kress House for the use of this splendid auditorium. I sincerely appreciate the co-operation of the executive and the assistance of the past president, Mr. Schmalz. During many years of association with the Society I cannot recall any member refusing to accept any responsibility requested of him. This is a unique record in any organization.

Our annual meeting supplies the only opportunity we have of expressing our thanks and gratification to those who faithfully carry on year after year in our interests. In this connection I would like to recall the fine effort of those who have edited our annual reports and done other essential work.

All interested in the development of the Ontario Pioneer Community Foundation appreciate the fine work performed by Dr. A. E. Broome with the able assistance of the secretary, Miss Elizabeth Janzen.

Honour came to our Society when one of our members, Mr. A. W. Taylor, was appointed to the executive of the Ontario Historical Society in June; and at the Goderich Workshop Weekend in October, 1956, chairman of the Museums Section.

The outstanding contribution to our museum this year has been the gift by Mr. Norman Schneider, M.P., Kitchener, of a LeRoy, one of the earliest cars made in Canada.

Your president and Mr. W. H. E. Schmalz interviewed the Board of the Kitchener Public Library relative to our Society securing space for our Archives and Museum if, and when, a new library building is constructed. I may say that the board was very sympathetic to our request.

I have always been interested in the historic past of our country and community, but I have also strongly favoured a look into our immediate and long range future. I would therefore remind our audience that in six years we shall be celebrating our 50th anniversary. Let us hope that by that time our Doon Pioneer Village will be a reality, as this would be a suitable place for us to celebrate, since our society has sponsored this project.

It is notable that three of our speakers this evening are present or past officers of our society, namely Mrs. Cowan, Mr. Barrie and Dr. Hilborn. A fourth speaker, Mr. Paul Hughes, and Mrs. Hughes, are members of the Ontario Historical Society. It is a fine thing to have talent within our own ranks.

Miss Seibert will report on the other activities of the year.

F. E. Page, New Dundee

SECRETARY-TREASURER'S REPORT—1956

The 44th Annual Meeting of the Waterloo Historical Society was held in the Kress Mineral Springs Hotel, Preston, on November 9, 1956. Paul Hughes of Toronto gave an illustrated lecture on the Museums of Ontario. Mrs. T. D. Cowan spoke on the Early History of Preston and urged that the history of Preston be recorded. W. C. Barrie, in his address, told about the museums visited while on a trip to Europe.

On May 11, a spring meeting was held in the Assembly Hall of the Elmira District High School. Despite the heavy rainfall a fair number heard John Martin of Ayr speak on design in architecture. H. B. Disbrowe and Miss L. Klinck are to be commended for their well planned and publicized meeting. Mrs. Jack Woodall donated to the society some important historical documents that dated back 120 years. The documents had been the property of her father, the late Sylvester Good of St. Jacobs.

President F. E. Page, our official delegate, attended the annual meeting of the Ontario Historical Society held at Niagara Falls, in June.

W. A. Hunsberger supervised an exhibit for the Society at the Waterloo Band and Folk Festival in late June. Interest and new members obtained justified the work of the committee and their assistants.

On August 10 at 6:00 p.m. Mrs. T. D. Cowan and W. H. E. Schmalz appeared on television, CFPL, London. Mrs. Cowan spoke on the Bibles of Waterloo County and Mr. Schmalz reported on the Doon Pioneer Village. This was the seventh in a series—Our Pioneer Past.

We again had an exhibit at the fair in New Hamburg on September 15, and thus furthered the general public's interest in the history of the county.

On October 13, A. W. Taylor conducted a tour of historical spots around Galt for a group from York County. These visitors were entertained at tea, by our society. Catering for this was done by the Women's Association of the First United Church, Galt.

Mrs. T. D. Cowan was the guest speaker in Waterloo, at the annual meeting of the Pennsylvania-German Folklore Society of Ontario, giving an address on the German Bibles of Waterloo County.

Four council meetings were held in the homes of members.

We appreciate the accommodation provided by the Kitchener Public Library for our museum and archives, the work of the young people who act as curators during visiting hours and the full co-operation of the library staff.

Emily Seibert

FINANCIAL STATEMENT

1956

Receipts:

Balance on hand at January 1, 1956	\$1,112.92
Members' Fees	235.00
Sale of Reports and other printed matter	52.25
Bank Interest	21.23
Miscellaneous	1.65
Grants:	
Galt	\$100.00
Waterloo	100.00
Preston	50.00
Hespeler	25.00
Elmira	25.00
Ayr	10.00
Waterloo Township	100.00
North Dumfries Township	25.00
Waterloo County	200.00
	635.00
	\$2,058.05

Disbursements:

43rd Annual Report	\$307.96
Publication Committee Expenses	12.23
Stationery and Printing	10.73
Delegate's Expenses	10.00
Speaker's Expenses	15.00
Annual and Elmira Meetings	46.03
Insurance	10.00
Ontario Historical Society	6.15
Subscription—The Preston Times	5.00
Advertising	16.01
Delivery Service	6.00
Entertaining—York Historical Society	10.00
Postage	33.71
Curator	52.00
Janitor	40.00
Secretary	75.00
Miscellaneous	3.00
	658.82
Balance	\$1,399.23

Audited and found correct.

Jan. 4, 1957.

Miss Marie Seyler.

THE ONTARIO HISTORICAL SOCIETY

GODERICH MUSEUM WORKSHOP

The fourth annual Workshop of the Museums Section of the Ontario Historical Society was held during the weekend of October 19-21, 1956.

The setting for it was Goderich, the old Canada Company town at the western terminus of the Huron Road, with its historic central circle called The Square, its tomb of Dr. William Dunlop, and its unique Pioneer Life and Historical Museum. For good measure, a trip to Bruce County and its museum at Southampton was included.

Convener for the program was Miss Alice Davidson of Toronto, and for local arrangements, Dr. J. F. Morton of Southampton. Both performed their duties most efficiently, giving us a well rounded program including time for worship at Knox Presbyterian Church, Goderich, and an opportunity to appraise the many details of both Huron and Bruce County Museums.

The program included discussion groups on cataloguing, display, schools, Indian artifacts, and publicity. Mr. Wilber H. Glover, Director of the Buffalo Historical Society Museum, was present and dealt with museum practices as developed at Buffalo. Mr. James Scott of the University of Western Ontario stressed the need for presenting history in a lively and interesting form, and paid tribute to the devotion of the men who built the Huron County Museum. Mrs. Alice Turnham, Director of McGill University Museums, Montreal, gave an illustrated lecture on the Outdoor Folk Museums of Scandinavia. Mrs. Turnham is considered one of the best authorities in North America on this subject and we are proud to have her as a consultant for development of our Pioneer Community at Doon.

The Workshop Weekend is open to everyone who is interested in Ontario history and methods of presenting it. The present plan is to hold the next gathering in Toronto with its cluster of excellent museums. You and members of your family would be welcome to attend this interesting and worthwhile event. We would be pleased to see a larger representation from the Waterloo Historical Society.

Andrew W. Taylor,

Chairman, Museums Section, O.H.S.



MONUMENT TO E. W. B. SNIDER, UNVEILED MAY 14, 1956
ST. JACOBS, ONTARIO

E. W. B. SNIDER, 1842-1921: AN APPRECIATION

By Winifred Snider

Miss Winifred Snider, B.A., B.L.S., M.S. in L.S., is a grand-daughter of E. W. B. Snider and a daughter of W. W. Snider. Miss Snider was librarian for eleven years at Mount Allison University, N.B., and for eight years at Lake Erie College, Painesville, Ohio, U.S.A.

On May 14, 1956, on a wind-swept hill in St. Jacobs, a monument erected by the Ontario Hydro Commission as a memorial to my grandfather, E. W. B. Snider, was unveiled. As the covering billowed slowly to the ground, the inscription on the base of the pillar came into view: "To the memory of Elias Weber Bingeman Snider in recognition of his leadership in promoting Ontario's publicly owned 'Hydro' enterprise to serve the common good."

Looking back over my grandfather's life, the phrase "to serve the common good" seems a very happy summing-up. It applies to every phase of his amazingly logical career. For instance, take such simple things as the mill-race and "race-bank" leading from the dam on the Conestoga river to the mill in St. Jacobs which was the springboard of E. W. B.'s industrial career. In his hands the mill-race was no mere channel for bringing power to his mill. The bank was kept green and lovely, the boughs of the over-hanging trees were always trimmed, and the race-bank became the beauty-spot of the village and a community centre which to all of us now is a golden mile of memory. Here we were taken as babies to see the water foaming over the weir; here was the boys' swimming-hole, and the girls' "secret chamber" hidden away from all prying adult eyes. Here we children played Robin Hood under the greenwood tree or were cast adrift at sea on home-made rafts (with plenty of provisions from the family cupboards). To the older boys and girls the race-bank was a lovers' lane, and on Sunday mornings after church it formed the setting for the village fashion parade. One of the prettiest pictures in my memory is that of a soft spring Sunday morning, with my aunts in Gibson Girl dresses gathering the iris which grew in great clumps along the bank.

To my grandfather the race-bank was a favourite spot for his long, slow evening walks, where the last songs of the birds drove practical worries from his mind and left him free to dream of the future. I am quite sure that his dreams of harnessing the power of Niagara Falls began with the old wooden dam which spanned the Conestoga and brought power to his flour-mill. The same logical progression which marked all my grandfather's activities is there: first, power from the dam for his flour-mill; then, from the same source, electric light and water for the homes of himself and his family who had settled in the village. From there the signs are plain. During his term of office in the Ontario Legislature he served on a Committee on Ditches and Water-courses which interested itself in public rights over rivers. In the same period he served on a Committee on Railways which dealt with an electric railway for

the Niagara district. The sequence is obvious: from a wooden dam to Niagara Falls; from little dreams to big dreams, small accomplishments to great achievements, benefits for his family and village to widespread service to his province and country. No dream was satisfying to my grandfather unless it could be followed by materialization. The formation of the Hydro-Electric Power Commission of Ontario in 1906, for which he had worked unstintingly, was the realization of his greatest dream.

When one dream was achieved, he went on to the next. To his descendants E. W. B. seems to have been an almost incredibly integrated combination of idealist and practical man of affairs. Just as the race-bank was the place where he dreamed his dreams, the St. Jacobs flour-mill was the centre from where, behind his roll-top desk, he made his dreams come true. In 1871 he became the owner of that mill. In 1875, by introducing the roller process, he made it into the most-advanced flour-mill on the North American continent and created a demand for his "Walzen" flour from coast to coast in Canada and far beyond its borders. He shipped his flour in barrels; the barrels were made in his "cooper-shop" which, incidentally, was a fascinating play-house to us as children. To make the barrels lumber was needed. So in 1880 he established the Snider Lumber Company at Gravenhurst, Ontario, which, besides providing lumber for the barrels in which to ship his flour, also served the needs of others. Another indication of the logical working of E. W. B.'s mind lies in the legislation for improvements in Forest Reservation and Preservation for which he was responsible during the years 1881 to 1894, while he was serving as Member for North Waterloo in the Provincial Legislature.

Next in line was a railway to provide the first stage of transportation for his barrels of flour. The Berlin and Elmira Railway Company, which my grandfather promoted and of which he was made provisional president, took care of that, and as part of the Canadian National Railways is still serving our community.

Then, when he realized how close to his customers the railways brought his flour mill, my grandfather's mind reached out to the source of the flour. The best wheat was grown in the west; more and more wheat was needed in the east. What was wanted in the west was modern machinery to harvest more wheat. So E. W. B. amalgamated the Bricker and Werner foundries in Waterloo and Elmira and, with himself as President of the new "Waterloo Manufacturing Company," sent vast numbers of threshing machines to the west. Thereafter the west was able to produce more wheat to be turned into more and better flour in the St. Jacobs mill to be packed into barrels made from lumber from the Snider Lumber Company to be loaded from the door-step of his mill into freight cars of the Berlin and Elmira Railway Company.

All of this sounds like "The house that Jack built," a sequence of seemingly inevitable and ever-widening consequences springing from one man's dreams as he took his evening walks along the race-

bank up to the dam. I wonder if, in his later years, my grandfather was able to see his life in perspective as the logical masterpiece which it was. I hope so. Certainly on May 14, as we stood shivering on the hill around the monument erected in his honour, the hearts of his descendants were warmed with the thought of what he had accomplished in his life-time. As we looked across the river to his home and flour-mill, and the race-bank which holds so many nostalgic memories for us all, we felt that here indeed was a man who had spent his life in building well and thoroughly to "serve the common good."

THE 50TH ANNIVERSARY OF THE HYDRO-ELECTRIC POWER COMMISSION OF ONTARIO — 1906-1956

On February 17, 1953, Ontario Hydro named the transformer station at Petersburg in honour of D. B. Detweiler, who was one of the leaders at the meeting February 17, 1903.

On May 14, 1956, as part of the 50th anniversary of Hydro celebration, Lieutenant-Governor Breithaupt unveiled a 20-foot monument in St. Jacobs to E. W. B. Snider, one of the founders of Ontario Hydro.

The vagaries of electric power were demonstrated on two occasions during the golden jubilee events. On the windy hill overlooking the native village of E. W. B. Snider, as Mr. Breithaupt pulled the cord to remove the white sheeting from the shaft of stone, a short circuit caused a flash of blue flame, cut off the amplifying system for several minutes, and prevented the lighting of the bulb at the top of the monument.

The lamp will burn night and day at the tip of the needle of Queenston limestone as a perpetual acknowledgement of Ontario's gratitude to this pioneer of Ontario Hydro.

The inscription on the stone reads: "To the memory of Elias Weber Bingeman Snider in recognition of his leadership in promoting Ontario's publicly owned 'Hydro' enterprise to serve the common good.

"Erected by the Ontario Municipal Electrical Association and the Hydro-Electric Power Commission of Ontario on the 50th anniversary of the Commission. Unveiled May 14, 1956, by the Honourable Louis O. Breithaupt, LL. D., Lieutenant-Governor of Ontario."

The opposite side of the monument bears a bronze plaque:

"Elias Weber Bingeman Snider, 1842-1921.

"Legislator and industrialist, E. W. B. Snider was one of the fathers of Ontario Hydro. At Berlin on June 9, 1902, and again on February 17, 1903, he was chairman of the meetings that gave birth to public power.

"He became chairman of the Ontario Power Commission on August 12, 1903. His efforts and those of his colleagues led to the creation of the Hydro-Electric Power Commission of Ontario in 1906.

"Known to the last as a 'careful, clear-headed man,' E. W. B. Snider died October 15, 1921, leaving monuments to his practical idealism that illumine his works for this and other generations."

The other power failure occurred May 13th. The 67 minutes of power blackout cut off all 60 cycle power from Windsor to Kingston and was due to a breakdown at the Sir Adam Beck No. 2 generating plant at Niagara Falls. This blackout interfered with the Hydro Show rehearsal.

About 1,000 attended the Hydro golden jubilee \$7.50 per plate dinner at the Kitchener Auditorium on May 14.

The principal feature of the birthday party was a pageant portraying the scene when power was turned on in Kitchener (Berlin) on May 14, 1910. This dramatic presentation, "The Beacon," was written, produced and narrated by Horace Brown of the Toronto Hydro staff. Under the direction of Ralph Ashton, members of the K-W Little Theatre formed the cast.

Mrs. Landor Reade of Toronto was presented with a bouquet of roses. As Hilda Rumpel she carried the cushion holding the button upon which Premier Whitney placed the hand of Sir Adam Beck to turn on hydro power on May 14, 1910. Visitors to the Waterloo Historical Society Museum may see this button and also the bicycle on which D. B. Detweiler toured the area seeking support for his power plan.

Another highlight was the presentation by Hydro Commissioner A. R. Kennedy of framed citations and mounted \$2 bills — a symbolic refund of the contributions made towards one of the early meetings to form Hydro. Fourteen municipalities received citations: Galt, Guelph, Hespeler, Ingersoll, Kitchener (Berlin), London, New Hamburg, Preston, St. Marys, St. Thomas, Stratford, Toronto, Waterloo and Woodstock.

"We require from buildings — as from men — two kinds of goodness; first the doing of their practical duty well, then that they be graceful and pleasing in doing it; which last in itself is another form of duty." — Ruskin.

THE CHURCH OF ST. JOHN THE EVANGELIST (ANGLICAN), KITCHENER

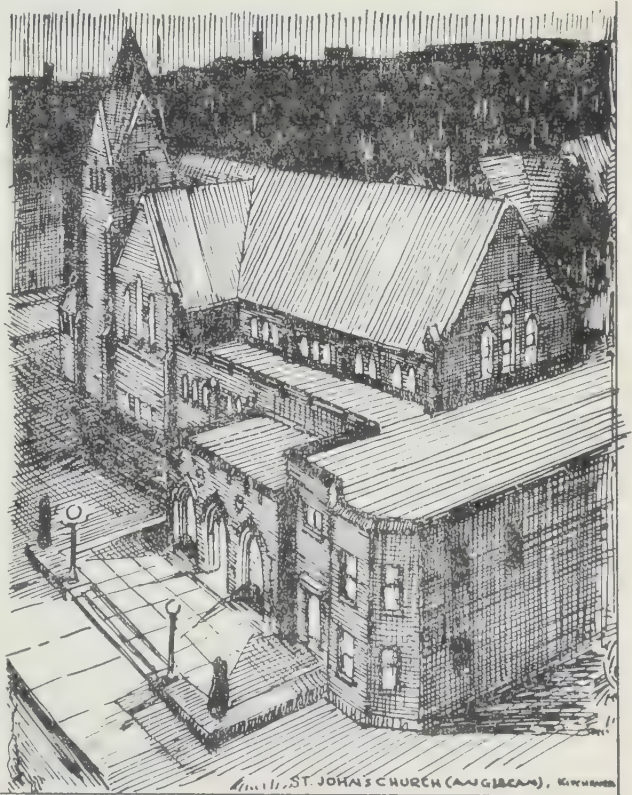
1856 - 1956

by Elaine Smith

The year 1956 marks the centennial of the parish of the Church of St. John The Evangelist (Anglican). As nearly as we can tell, the history of the Anglican Church in this community began with a visit of Dean Boomer in 1848. The Dean took services until 1850 in the old mill, German Mills, now Parkway. In 1856, the Reverend Mr. Campbell (father of the well-known Canadian poet, Wilfred Campbell), came to what is now Kitchener and held the first Anglican services here in a printing office on King Street East. It was in 1861, during the Rectorate of his successor, the Reverend Elam Rush Stimson, that the first Church in the parish was built. This was a brick building, located on the site of the present Church. There were a number of Rectors who were in charge of the parish in the succeeding years and in 1893, the Reverend Frederick J. Steen assumed his duties here. During his incumbency the present Church was built, being opened for services by Bishop Baldwin on the first Sunday in October, 1894. Since the opening of the present Church, there have been five Rectors: the Reverend Carl S. Smith, the Reverend J. W. J. Andrew, the Reverend H. M. Lang-Ford, the Reverend J. N. H. Mills and the present Rector, the Reverend Canon C. C. W. Mixer.

During the past few years, many changes have been made, to enlarge and beautify the Church. Three years ago there was inaugurated an extensive building programme, required to answer the needs of a growing congregation. The completion of this programme coincides with the centennial year, 1956.

In 1876, services were begun in the village of Waterloo and eventually the Church of the Holy Saviour was established as a neighbouring parish. In Kitchener itself, St. John's was the only Anglican church until 1945. Since then, church extension has resulted in the forming of five new congregations and St. John's is the Mother Church of the Anglican Communion in the Twin Cities.



KITCHENER-WATERLOO AT THE WINTER OLYMPICS 1956

By Len Taylor — Sports Editor K-W Record

For the first time since the early years of the century when a Twin City soccer team toured Great Britain a Kitchener-Waterloo sports organization this year participated in a trans-ocean tour.

Representing Canada at the 1956 Winter Olympics the Kitchener-Waterloo Dutchmen senior hockey club, 1955 Allan Cup champions of Canada, finished third to Russia and the United States in one of the most interesting hockey tournaments staged for a world championship.

To fulfil their Olympic engagement the Dutchmen had to crowd most of their 48-game schedule into one month less than the normal time. This enabled them to get away Jan. 15 and play three exhibition games prior to the opening of the Olympics at Cortina, Italy.

Their first engagement was in Paisley, Scotland, where they won 6-5 over the British league team after 36 hours without rest. Later that week they played two games in Prague winning decisively from the Czechoslovak national second team. Crowds of 15,000 saw both games.

At the Olympics the Canadian team won easily in first pool games but in the final pool dropped 4-1 and 2-0 decisions to the United States and Russia respectively. In the final game the Kitchener-Waterloo club held a decisive edge in play but couldn't translate their superiority into goals. Russia, with nine shots on goal, scored twice.

While disappointed at their failure to give Canada a first the Dutchmen proved outstanding goodwill ambassadors for their district and for their nation.

They were wildly received in Prague and invited to return both after the games and in 1957.

All through Europe the Kitchener-Waterloo club left a host of friends and a reputation for hard play and sportsmanship worth, in the long run, far more than an Olympic first.

The Canadian ambassador to Czechoslovakia reported to the Department of External Affairs in Ottawa that the K-W Dutchmen visit was the finest thing that had happened to Czech-Canadian relations in many months.

On the way home the Dutchmen played three exhibition games against Canadian Air Force and Army teams in Germany and once again scored a tremendous hit although they won with ease.

The magic of air transport, the Dutchmen learned, has made the world a very small community and athletics are particularly affected by the development.

PLOWMAN GLIMPSES EUROPEAN HISTORY

By W. C. Barrie

Mr. Barrie, Vice-President of the Waterloo Historical Society and Chairman of the property committee of the Ontario Pioneer Community Foundation, is a prominent North Dumfries farmer who is associated with many organizations. The Ontario Plowmen's Association appointed Will Barrie manager of the Canadian team and judge at the World's Championship Plowing Match. The Canadian party included J. D. Thomas, world organization president; Joe Tran; Mr. and Mrs. Ivan McLaughlin and Mr. and Mrs. Barrie. After a dinner given by representatives of the Ontario Department of Agriculture, the O.P.A. and the Imperial Oil Co., the party left for Montreal, where they embarked on the *Empress of Scotland*. In telling of the trip at the Annual Meeting, Mr. Barrie included many interesting personal experiences.

After an enjoyable voyage we sailed up the Clyde, past Paddy's Peak and the Sleeping Warrior, to the port of Greenock where the passengers for Scotland disembarked. The *Empress* then sailed down to Liverpool where the other passengers left the boat. In Liverpool we had our first view of England, and there boarded the boat train for the 190-mile trip to London. Those small English railway cars, on four wheels, pulled by an engine resembling a yard engine at some of our industrial plants, gave us a speedy and pleasant trip. We saw how beautiful the English countryside is — even in October. We passed through twelve tunnels, some a mile long, which should make that trip popular with honeymooners. In that whole distance we did not see a level crossing that was not protected by gates. We passed through some well known places such as Stafford, Litchfield, Rugby and Harrow. Rugby is famous for its public school, Tom Brown's School Days, and rugby football. Both Sir Winston Churchill and Sir Anthony Eden attended school in Harrow.

On arriving at Euston Station in London we were met by a representative of the Massey-Harris Ferguson Company and were driven in taxis to the Kenilworth Hotel, right in the heart of London. Here for five days the Imperial Oil Co., the Goodyear Tyre Co., and Massey-Harris Ferguson Co. vied with each other to see which could give the visitors from Canada the best time. There were trips to such places as Westminster Abbey, the Houses of Parliament, Tower Bridge, Hyde Park, Buckingham Palace, Trafalgar Square, Picadilly Circus; and dinners and theatre parties each night. They made it possible for us to see more of London in five days than we could have seen in two weeks had we been on our own.

One day the Massey-Harris Ferguson representatives took us on a trip to Sussex on the south coast to visit an 1,800-acre farm owned by a Col. Davis who at one time farmed in British Columbia. The 60-mile trip to Sussex took us through beautiful countryside, and we seemed to be driving through flower gardens all the way. At the entrance to the farm were pillars of cement, placed there to prevent Hitler's tanks from getting up the hill, should they have made a landing in England. This farm had 500 sheep, and several hundred cattle, and it was quite a change from the hustle and bustle of London. On the way back to the city we visited the summer

resort of Eastbourne and saw the German liner *Germania*, high on the rocks where she had been washed in a storm some months before. We arrived back in London in time to get mixed up in a real traffic jam.

Less than five minutes walk from our hotel on Great Russel Street, is the greatest museum in the world, the British Museum. Mrs. Barrie and I passed up another tour of London to visit it. It is greatest for its size, for the number of books in its library, and for its varied and most numerous collections of ancient and modern tablets, sculptured art, coins, stamps and everything conceivable under the sun. Founded in 1753 through the gift to the nation of the Dr. Hans Sloan collection, it has grown to many times its original size. The dome of the library which is 140 feet wide is one foot wider than that of St. Peter's in Rome. If the shelves of books were placed end to end they would reach over 40 miles.. There are Roman, Assyrian, Egyptian, Babylonian and King Edward VII galleries. The yearly cost of maintenance is £278,000. On entering the building from Great Russel Street, we passed through the Roman portrait gallery into a large room filled with cases of manuscripts. I had a notebook with me and jotted down a few of the things I saw.

- The first edition of the authorized version of the Bible dated 1611.
- The first prayer book of Edward VI dated 1549.
- Shakespeare's first folio — 1623.
- A Virgil printed in 1501.
- The Koran in Arabic 1304.
- Autographs of all the British sovereigns from Richard II, 1397 to Queen Victoria, 1837.
- Two copies of the Magna Charta.
- A letter written by Sir Walter Raleigh to Queen Elizabeth I just before his execution in 1618.
- Translations made by Queen Elizabeth I at the age of 12, dated 1545.
- A book of hymns used in the Greek church in the 9th Century.
- Original music in the hand of George Frederick Handel Oratoria *Jeptha* 1751.
- Symphony No. 103 in B flat by Franz Joseph Hayden 1795.
- Beethoven's *Adelaide* 1793.
- Franz Peter Schubert's *Fantasia Sonata* 1826.
- Paul Peter Ruben's autograph, dated 1627.
- The Tapling collection of postage stamps.

These are just a few of the interesting things I saw, and I was so absorbed that I failed to notice that Mrs. Barrie was out of sight. As we had only a short time to get back to the hotel and to dress for another important function, I spoke to one of the uniformed attendants, and asked if he would help to locate her. He passed the word on to some of his associates, with the result, that when one of them did catch up with her he told her that there were fourteen policemen looking for her.

The next morning, in company with the British and Irish plowmen who were staying at the same hotel, we went out to the London airport to board a plane for Sweden. Our party of seventeen boarded a Viscount turbo jet plane, which followed the Thames to the channel and crossed the channel to the coast of Belgium, Holland and Germany. After leaving Germany we flew over the Island of Heligoland, along the west coast of Denmark, and landed in Oslo just as it was getting dark. Norway from the air appeared to be all woods and lakes. After a short stop in Oslo we took off for the one-hour trip across Sweden to its capital, Stockholm.

We were met at the airport by leaders of the Swedish Youth movement and were conducted to the very modern Hotel Malmen where the plowmen of twelve countries were billeted. At breakfast the next morning we were all invited to attend a forestry exhibition in the large outdoor museum, Skansen, which was founded in 1872 and covers nearly 100 acres. It is built on solid rock on a high elevation overlooking the city. Skansen contains many buildings depicting early life in the country. Some of these buildings have been brought in from as far north as Lapland above the Arctic Circle and are hundreds of years old. Many of the buildings had been built on posts, eight or ten feet above ground, as a protection against wild animals.

Skansen is reached by escalators, and is so popular that thousands attend daily during the summer. Its menagerie contains every known animal from all parts of the world. Birds and fish of every species are housed in their natural environment. With bands playing, folk dancing and games, stores and restaurants open, there was something going on all the time. The forestry exhibition was educational and gave visitors some idea of how valuable the forests are to Sweden.

In conjunction with the open air museum, Stockholm has the Nordic Museum which was built to depict life in Sweden in more recent times. It is a magnificent building which took ten years to build and the admission to the two museums is by season tickets costing two dollars for adults and one dollar for children. In a large hall inside the entrance is a very large statue of Gustav Vasa, the founder of modern Sweden, who ruled from 1521 to 1560. The archives contain over 200,000 photographs, and 400 volunteers in all parts of the country are actively working for the museum. In the main hall were many of the huge sleighs and carriages used by the monarchs and the noblemen. These were inlaid with gold and

silver. The building has three storeys, a basement, and 104 rooms, which are furnished to show how the people lived at different periods in the country's history.



THE NORDIC MUSEUM, STOCKHOLM, SWEDEN

After two days in Stockholm, the plowing group which now numbered 60 persons, left in two very modern busses for the site of the plowing match at Upsala, 60 miles away. On the way we called at the agricultural college where we learned how practical the Swedes are. The 600 students do not study in classrooms, as is the custom in our colleges, but do practical work on the farm. Here they had the finest collection of pioneer implements I have ever seen.

On arriving at Upsala we were all quartered in the Strads Hotelet, and the plowboys proceeded to do some practising for the big contest. We found on arrival that our plows, which had been shipped from Toronto early in the summer, had not arrived. By phone we found they were still in the hold of a Swedish freighter in Gothenberg, 190 miles away. We sent a truck for them and were fortunate in having them in time for the match.

Before the contest opened, a cairn was unveiled to commemorate the Third World's Plowing Match. The cairn was a solid block of Swedish marble, surmounted by a replica of an ancient plow, and the governor of the province was master of ceremonies. After the ceremony the plowmen paraded to the field where 32,000 people had gathered. The first day's plowing was in stubble, and each plow-

man was allowed three hours to plow his half-acre. A red rocket was fired to start the plowing, and another when time was up. The following day the contest was in sod with the same time allowed. When the plowing was finished and the judges had scored the lands, it was learned that North Ireland was first, Canada second, Great Britain third, United States fourth and Germany fifth. That evening a banquet was held in the Governor's Castle where the prizes were awarded. A concert and a dance with many of the Swedes in native costume, brought to a happy conclusion the Third World's Championship Plowing Match.

The following day being Sunday, a number of us decided to attend church in the beautiful Upsala Lutheran Cathedral. Over 1,200 people were worshipping there, and although we didn't understand a word of the service, we knew what to do when six men marched down the centre aisle with long poles over their shoulders with a little bag on the end of each pole.

In the afternoon the group went a short distance out of the city to old Upsala, home of the Vikings who ruled Sweden over a thousand years ago. They became very wealthy by sailing to other European countries, plundering and robbing wherever they could. Many of them went on the Crusades with Richard I of England and they adopted the flag of the Crusaders as the flag of Sweden. Here we saw the large mounds — not unlike the pyramids of Egypt — which are the graves of the kings. In a restaurant-museum we saw many relics of those early days. Coats of mail, shields, battle axes, spears and crossbows covered every space on the wall. Visitors were supposed to drink from large drinking horns a drink called mead, made from honey and distilled water which was allowed to ferment. No knight of old was supposed to be worthy of knighthood unless he could empty the horn at one draught. It held about a gallon of mead.

Later that day we visited the University of Upsala where 6,000 students attended. Its library had a wonderful collection of books, manuscripts and maps and was a museum in itself. I saw a letter written by Eric the 14th of Sweden, to Queen Elizabeth of England, proposing marriage; and her answer being no he went up to the castle, and with his own sword cut off the heads of 40 of his political prisoners locked in the dungeon. The greatest treasure in that library was the famous silver Bible, the first translation of the Bible from the Greek to the Swedish language. All the lettering and the cover were of pure silver.

The following week was given over to a tour across the country in which we travelled nearly 1,000 miles. In the seven days tour we visited farmers' co-operatives, dairies, cheese factories, large estates, typical Swedish farms, saw mills, pulp mills, industrial plants, castles, riding schools and large forests. Our tour ended in the thriving seaport of Gothenberg. Here we encountered the first rain of our trip, in fact it was the first rain the country had experienced in over three months. The time was spent in shopping in

the large stores, as this was our last shopping day in Sweden.

The next morning a group of seventeen decided to attend service in St. Andrew's Anglican Church, the only English-speaking church in the city. We arrived late and were ushered to the front seats. The minister was so surprised to see the group of strangers that he came down from the pulpit, shook hands with everyone and inquired who we were. When he learned we were plowmen from several countries, he went back to the pulpit and announced another hymn, "We plow the fields and scatter the good seed on the land." We enjoyed our visit to the little church in far off Gothenberg.

That evening a farewell party was ended with all joining hands and singing "Auld Lang Syne."

The following morning we boarded a Swedish plane for Copenhagen; visited there for a short time, and then took off in a British plane for London. After one night in London, Mrs. Barrie and I left for Scotland on the Royal Scot as we wished to spend the remaining time with our relatives in the "Land of the Heather." As we travelled north the landscape took on a different appearance. The stacks of grain and hay which were quite large near London, appeared much smaller as we neared the border. The herds of cattle changed from dairy to beef, and many more flocks of sheep were noticed. The red brick buildings with bright red roofs, changed to grey granite. We passed through many important places such as Peterborough, Durham, York, Doncaster and Newcastle-on-the-Tyne. Our train arrived in Edinburgh in the evening in time for us to find a hotel and do some window shopping on Princess Street. A conducted tour which took us to Edinburgh Castle, Holyrood Castle, St. Giles Cathedral, Scott's Monument and many other important places, occupied our time in the morning. In the afternoon, we rode in a bus to Glasgow and proceeded to locate some of our relatives. It was quite an experience to be greeted at the door by a wee girl with the words, "Come awa ben the hoose."

Our Scottish cousins dropped everything to show their relatives from Canada a good time. We were driven hundreds of miles to visit such places as Ayr, Prestwick and Kilmarnock. In Ayr we saw Burns' Monument, the Brig-o-Doon, Burns' Cottage and Burns' Museum. The cottage and museum are well kept and attract thousands of tourists. The museum is filled with articles that had something to do with the poet. One could spend hours examining them.

As we were to board the Empress of Scotland at Greenock for the trip home, we said farewell to our Scottish friends feeling that, although we had visited several countries, and had met many interesting people, there were no folk more friendly than the Scottish.

Our trip home was a pleasant one in spite of encountering a worse storm than we had going over. The week went quickly, and soon we were sailing up the St. Lawrence. A visit to Quebec City and Montreal brought to an end a most enjoyable trip. In spite of all the wonderful places we saw, we are still convinced that Canada is the finest place in which to live.

THE ANNUAL MEETING OF THE ONTARIO HISTORICAL SOCIETY

Niagara Falls — June 14, 15, 16

This meeting was on historic ground, Niagara Falls, Queenston Heights, Old Niagara and Fort Niagara at Youngstown. The annual dinner was held at the Refectory, the delegates being the guests of the Niagara Parks Commission. With the view of the falls, colour lighted, this was a delightful dinner.

A morning address was given by Mrs. Stanley Tolan on the life of Colonel John Butler, U.E.L., who fought with the British in the American Revolution and later brought his Rangers to Newark (Niagara) where they helped to defend Canada in the war of 1812.

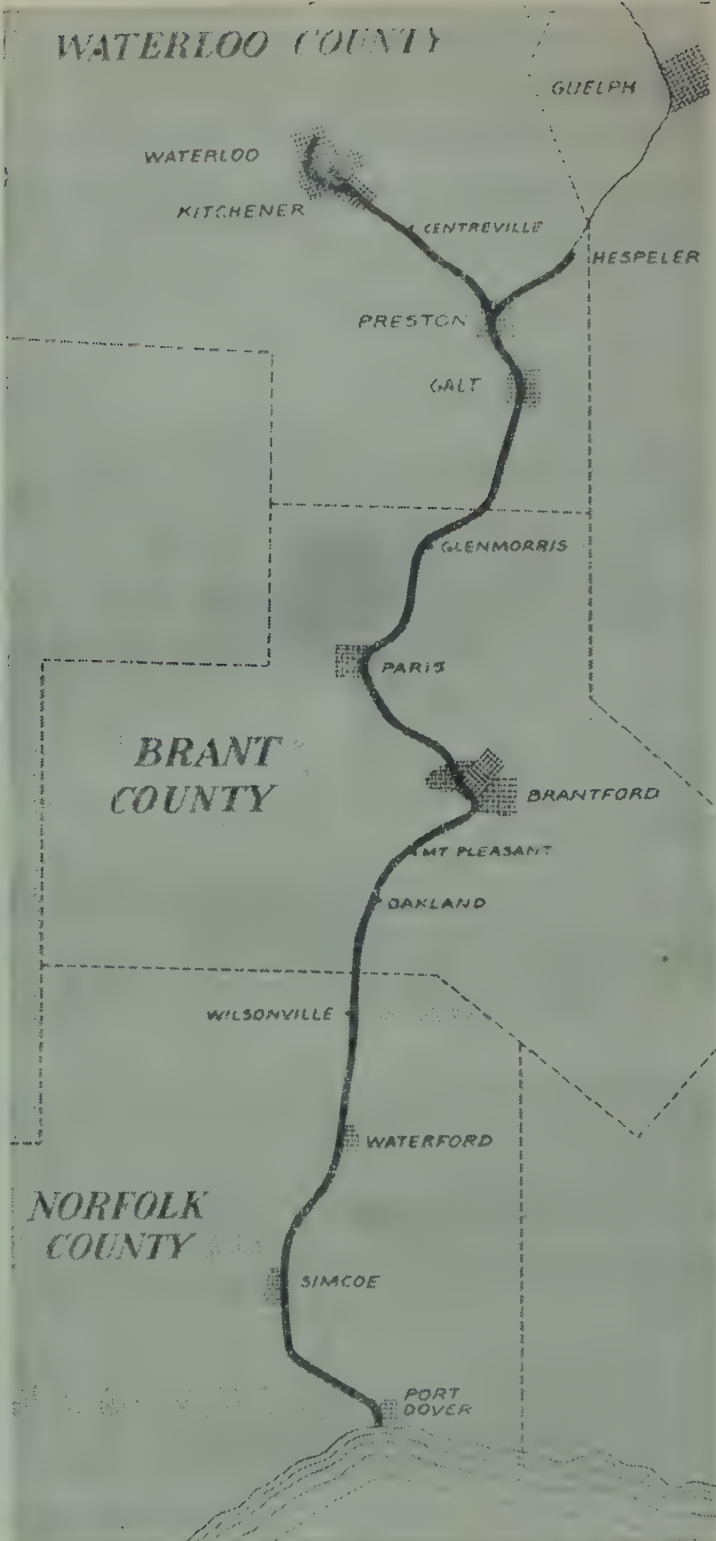
Mrs. Tolan went to the Mohawk Valley in New York State to the birthplace of Col. Butler. She was met at the door by a mild-mannered little man to whom she explained her mission. He said, "I'll go and ask the Missus." Returning he said, "She won't let you in." "I have come a long way," she replied, "to see Col. Butler's birthplace." "I'll ask again," said he. Returning, he said, "Nope, she won't let you in." At another house she explained her mission and stated she was seeking information about Col. Butler. "So you are one of those d--- Canadian Tories are you? Well, you'll get no information here." This old grudge appears to have been nursed in the Mohawk Valley from 1781 to 1955.

It is quite unnecessary to add that this attitude is not characteristic of the American people. They are kind, courteous and most friendly to Canadians. May I illustrate by recalling our bus tour to Old Fort Niagara on the American side on the second day of the convention. Arriving at the Fort, all admissions were waved. The Mayor, welcoming the society to the United States, humorously remarked, "You have arrived here at a very opportune time. At this moment there are two Canadian Naval Training Vessels lying in the harbour for joint celebrations tomorrow. I do not know if they are here to receive you or protect you."

One thing which struck me forcibly was the fact that the Americans had preserved everything in the fort pertaining to French and English occupation as faithfully as that of the American. The guides gave a generous account of each.

Another tour took us to Queenston Heights where we had dinner. It is interesting to record that General Brock's Monument in the Heights is considered to be the finest of its kind in the world. I am sure that Canadians feel that he was worthy of such a memorial. Proceeding from Queenston to Old Niagara along the River Road, the guide pointed out my Grandmother's pioneer home, used as a hospital during the war. To this day it bears the marks of cannon shot from across the river. At Old Niagara we visited the museum and historic spots. Old Niagara is a place of beauty and charm, full of historic interest. Our first parliament was held here. Niagara was the nerve centre from which the war was fought which determined that we remain a British Colony and eventually become a nation.

F. E. Page



COURTESY K W RECORD

SIXTY-FIVE MILE ROUTE

From Waterloo to Port Dover, not including the branch line to Hespeler

THE ELECTRIC RAILWAYS OF WATERLOO COUNTY

By John T. Schmidt and Andrew W. Taylor¹

This historical account was compiled from the official records of the Grand River Railway and newspaper reports by John T. Schmidt, farm editor of the Kitchener-Waterloo Record. Andrew W. Taylor, second vice-president of the Waterloo Historical Society, compiled the footnotes after consultation with Frank H. Midgley, C.E. Mr. Midgley was the engineer in charge of maintenance and construction of G.R.R. and L.E. & N. property from 1916 to 1950.

"To enjoy for yet another moment the romantic saga of flanged wheels, air whistles and trolley wire was the purpose of about 400 people from far and near who jammed five cars of the Lake Erie and Northern and Grand River Railway yesterday.

"Truly on a 'sentimental journey,' they boarded at Preston for the railway's farewell passenger run to Port Dover. All passenger service was officially discontinued by the railways Saturday night.

"My chief regret is that a beautiful scenic route is being lost to the public. I know of nothing to compare with it in this part of Ontario. The roads in the area seldom touch the beauty spots open to the trolley patrons."

These were the opening paragraphs written by W. J. Pitcher of the Kitchener-Waterloo Record staff in the paper of Monday, April 25, 1955. He spoke from experience, as he had often made weekend trips to quaint little Port Dover on Lake Erie.

He aptly described an era which came to an end and the cause was the private automobile. Although the lines made money carrying freight and still continue to do so, their passenger business had melted away after the Second World War to the point where it was putting the whole operation into the red.

In 1939 the lines' general manager, M. W. Kirkwood of Preston, who was associated with the properties since their inception, prepared an extensive historical record of their beginnings. For inclusion in this annual report, the Waterloo Historical Society is grateful to William D. Thompson of Preston, present general manager, who loaned this valuable company document.

The Grand River Railway is comprised of the following:

The Galt and Preston Street Railway Company, Ltd., operation commenced July 26, 1894; letters patent granted 1890. The name was changed to the Galt, Preston and Hespeler Street Railway Company, Ltd., operations between Preston and Hespeler commencing January, 1896; letters patent were granted 1895.

1. The first electric railway in Waterloo County was between Galt and Preston. As far back as 1888, horse cars operated between Waterloo and Kitchener. See the W. H. S. Report: 1917, page 19.

The Preston and Berlin Street Railway Company, Ltd., operation commenced Oct. 6, 1904.

The Berlin, Waterloo, Wellesley and Lake Huron Railway Company, incorporated by an act of the Canadian Parliament, Chapter 84, Aug. 13, 1903, and by Dominion Statutes 1904, Chapter 4, was authorized to purchase the Preston and Berlin Street Railway Company, Ltd., and the Galt, Preston and Hespeler Street Railway Company, Ltd. The Berlin, Waterloo, Wellesley and Lake Huron Company was leased to the Canadian Pacific Railway for 99 years in January, 1908. By the Dominion Statutes, 1914, Chapter 72, the name Berlin, Waterloo, Wellesley and Lake Huron Railway Company, Ltd., was changed to the Grand River Railway Company.

The Grand River Railway Company was declared a works for the general advantage of Canada, July 7, 1919.

The main track mileage of the Grand River Railway is 18.63, plus a second main track mileage (to Hespeler) of 5.73, or a total of 24.36; in addition there is 6.84 miles of industrial track and 4.86 miles of yard track and sidings, all within the Grand River Railway.

The Galt and Preston Street Railway Company, Ltd., was incorporated Nov. 12, 1890, under the Street Railway Act of Ontario. The letters patent to the company were dated Nov. 20, 1890, and laid before the first general meeting of the provisional directors, Nov. 27, 1890, at Galt.

Those present were Thomas Todd, miller, and W. H. Lutz, druggist, Galt; J. E. Klotz, manufacturer, Preston; R. G. Dickson, gentleman, and R. G. Cox, barrister, St. Catharines. Thomas Todd was elected president, J. E. Klotz, vice-president, and W. H. Lutz, secretary. The authorized capital stock was \$50,000 divided into 2,000 shares of \$25 each. The head office was to be at Galt.

The primary object was the building of a street railway between Galt, with then a population of between 7,000 and 8,000, and the village of Preston, four miles distant in a northwesterly direction and then having around 2,000; and to provide thereby a frequent and low-fare passenger service to meet the need for an increasing intercourse, both in a business and social way between the inhabitants of the two centres. It was recognized by the promoters that the revenue from a passenger service alone would not be sufficient to justify the investment, and although the village of Preston was at that time served by what was then known as the Grand Trunk Railway, operating between Hamilton and Guelph via Harrisburg Junction, the service provided was infrequent and therefore wholly inadequate in respect to the local passenger needs.

The promoters believed the financial success would be assured by combining with passenger service the handling of freight between the Canadian Pacific Railway at Galt and Preston. With those objectives in view the company arranged with the CPR for the ticketing of passengers and the handling of freight to and from Preston and all points on the CPR.

Galt and North Dumfries and Waterloo Townships granted franchises for 20 years from February, 1891. Some difficulty was experienced in securing a franchise from Preston due chiefly to opposition resulting from merchants who feared loss of business to the larger merchants of Galt. This opposition was finally overcome and the franchise granted for 20 years from March 26, 1893.

The terms of franchise for King St., Preston, were that the railway pay for the grading of Queen St. Mayor George Clare and council drove another hard bargain in that Preston manufacturers were to be placed on an equal freight basis with Galt manufacturers and that the power house, machine shops and car barns were to be located in Preston.

Construction was planned to follow immediately but did not actually get under way until the spring of 1894 due to financial difficulties, chiefly in connection with the sale of stock. The construction of the single track railway commenced on the south side of Concession St., Galt, adjacent to the Grand Trunk Station and continued along the centre of Water St. South and North to Dundas St., the northerly town limits and then along the northeasterly side of what is now dual highway No. 8 to Preston, and along Preston's main street.²

After crossing the Speed River on a timber trestle, the railway came into the Preston terminal at the junction of Main and Fountain streets in the vicinity of what was then the Del Monte Hotel, now the Preston Springs, the Kress Hotel and the Mineral Springs Bath House, all in the same neighborhood and famous throughout Canada for the alleged qualities of the mineral water.

The total length of the train track was $4\frac{1}{2}$ miles. It was of standard gauge, laid with cedar ties, seven feet long, spaced two-foot centres. The 33-foot rails weighed 56 pounds to the yard and were bought second hand from T. H. Watson, then in the steel business in Hamilton.

The company purchased all materials and grading and track laying was let by contract to John Hartnett, Toronto. W. T. Jennings, Toronto, was engineer.

Goldie-McCulloch Company of Galt furnished the steam boilers and engines for the power house in Preston. The electrical equipment in the power house³ as well as materials for the building of overhead wires was supplied and installed by Ahearn and Soper of Ottawa.

2. On Coronation Boulevard the rails ran on the ground now occupied by the northeasterly lane of the highway. They were removed in the latter half of 1937. When the rails were lifted on King Street, Preston, during the summer of 1939, a double track was laid on what until then had been the freight line through the town.

Canadian Pacific Transport buses have operated between Galt and Preston since September, 1925.

3. The power house and car barn was located on the northeast side of King Street midway between Lowther Street and Laurel Street. The south portion of the building of the Canada Seating Division of the Canadian Office and School Furniture Company Ltd. occupies the site.

This company also supplied the only two electrically operated passenger cars—one seating 20, the other 28. Both were single truck and said to have been bought from the New York Elevated Railway Company for \$75,000.

Before they were put into service a car was borrowed from the Toronto street railway to test the line. It ran from Galt to Preston with a load of onlookers. It stopped at Preston and did not return, much to the disgust of the passengers, who had to walk back to Galt.

Construction was practically completed about July 21 but it was not until July 26, 1894, that the half-hourly service was inaugurated. Freight was handled by a 17-ton Baldwin steam motor. This unit was completely enclosed by a cab to give it the appearance of a car and was said to be both noiseless and smokeless. In addition there was a small box car about 14 feet long for handling freight between the CPR shed at Galt and Preston merchants. The car was stopped at their doors and was probably the origin of door-to-door pick-up-and-delivery service.

Supplementary letters patent Jan. 25, 1895, changed the name to Galt, Preston and Hespeler Street Railway Company, Ltd., and authorized the building of a 3.60-mile extension to Hespeler. Capital stock was increased from \$50,000 to \$100,000 by the issuance of 2,000 new shares at \$25 each. The line became generally known as the G. P. & H.

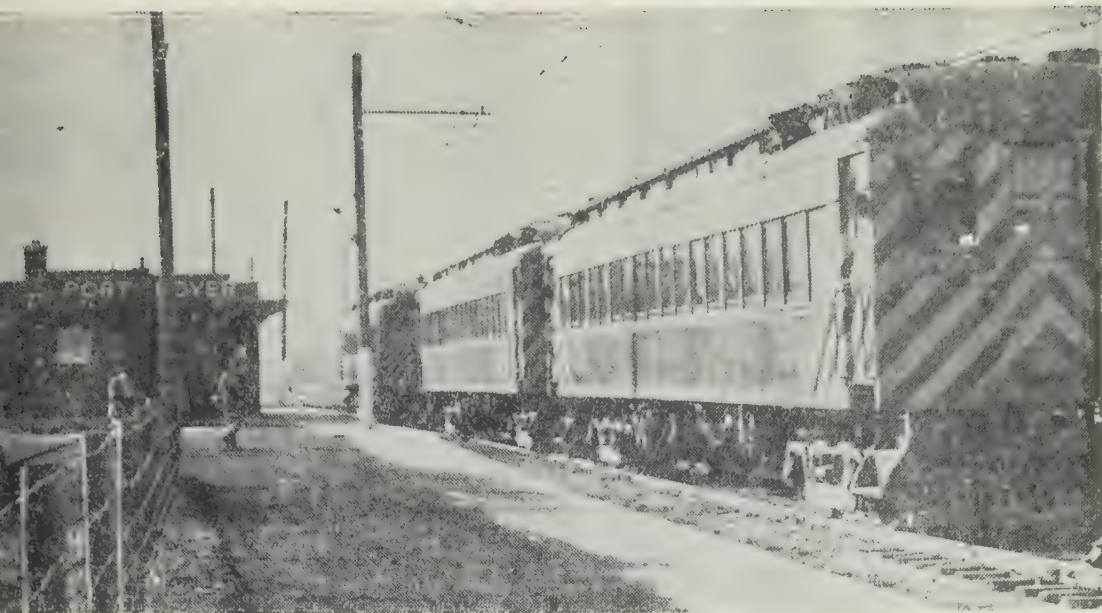
Built on a private right-of-way, the extension was completed and service began in January, 1896. Engineer was W. T. Jennings. C. Gibson, Toronto Junction, was the grading and track laying contractor. Canadian General Electric Company, Peterborough, supplied electrification, two 18-foot 24-seat single truck passenger cars and a 12-ton freight motor able to pull up to three cars. The following year two open and one closed trailer cars were bought. Sidings were built to industries in Preston and Hespeler.⁴

Thomas Todd continued as president until his death in 1899. He was followed by Hugh McCulloch. In January, 1900, Martin Todd became president and continued until his death in 1917. W. H. Lutz was company secretary until his resignation in 1920.

On April 4, 1894, the first meeting of the provisional directors of the Preston and Berlin Street Railway Company, Ltd., was held at Galt with Thomas Todd, miller; P. M. Burt, gentleman, Berlin;

4. At one time the G. P. & H. operated a picnic ground on the bank of the Speed River between Preston and Hespeler. It was known as Idylwild and there was no way to get to it except by rail. There were times when the cars could not carry all the would-be passengers. The facilities there included swings, an area for races, a baseball diamond, a zoo which contained monkeys and a bear, a band stand, a dance hall, a mystic maze, and a bridge to an island. The bridge had to be moved above floodline, each winter. Many will recall the mosquitoes. The park was closed about 1916.

In 1918, almost two miles of the Preston-Hespeler line was relocated on higher ground because of spring freshets.



END OF THE LINE - PORT DOVER

COURTESY K-W RECORD

Maximum speed of electric trolleys - 75 miles on hour



COURTESY K-W RECORD

FREIGHT MOTOR 1910

A similar antique was bought by a railway historical society in U.S.A.

Fred Clare, manufacturer, Preston; R. G. Dickson, gentleman; and R. G. Cox, barrister, St. Catharines, present. Letters patent dated March 7, 1894, authorized the company to build a line from Preston to Berlin (now Kitchener).

Construction of a single or double track was authorized upon and along highways and streets of the municipalities of Preston, Waterloo Township, and Berlin and over lands purchased or leased by the company for the carriage of passengers and freight by the force of power of animals or by such other motive power as the company thought proper.

Authorized capitalization was \$100,000 divided into 1,000 shares of \$100 each. Object was to supply the county town with a connection to Galt and to give the surrounding district a long-desired railway connection with the CPR at Galt.

P. M. Burt was elected president and Fred Clare vice-president and secretary-treasurer.

From 1894 to 1902 little, if anything, was actually accomplished towards construction.

On March 20, 1900, John Patterson of Hamilton was elected president and C. R. Hanning, Preston, secretary-treasurer. On July 12, 1900, at a meeting at Mr. Hanning's office, president Patterson, who was then connected with the Dominion Power and Transmission Company of Hamilton and various street railways radiating out of that city, suggested transferring company rights to the Hamilton Radial Electric Railway Company.

After some discussion it was moved by Fred Clare of Preston and John Fennell of Berlin that all rights, franchises and bylaws granted the Preston and Berlin Railway Company be transferred to the Hamilton Radial Electric Railway Company.

During the next two years, surveys, plans and cost estimates of construction were prepared and rights-of-way were optioned or purchased. Supplementary letters patent were applied for to extend the time of construction and to permit extension of the line from the Berlin terminus to Waterloo and to enter into lease and amalgamation with other railways, all of which was assented to on March 18, 1904, under the Ontario Companies Act R. S. O. 1897, Chapter 191, Section 102.

The Hamilton Radial Electric Railway Company was incorporated May 5, 1894, with power to construct and operate a railway from Hamilton to Berlin, passing through Waterloo Township and along such streets and highways as might be authorized by bylaws of the respective communities. The company was authorized to build the railway in sections as it might from time to time see fit, no section to be less than 10 miles long and upon plans complying with the provisions of the Railway Act of Ontario with respect to plans and surveys.

Under this Act the railway may cross any existing highway in the line of the railway without leave of the municipal authorities.

Preston bylaw 342 dated March 4, 1901, gave the Hamilton Radial Electric Railway Company a right of way through Preston. This is the present route of the Grand River Railway.

By agreement dated March 17, 1903, the Hamilton Radial Electric Railway Company transferred its franchise and other rights to the Preston and Berlin Railway and this was sanctioned by Preston bylaw 372, April 6, 1903.

In traversing Waterloo Township highways were closed and diverted in two places by authority of township bylaws 840 and 842.

Berlin bylaw 521, passed Oct. 8, 1894, gave the railway the right to build and operate for 20 years from that date a single track railway from the southeasterly limits of the town along King St., with a terminus at Albert St. (now called Madison Avenue). Time of construction was limited to July, 1896, but was extended from time to time by bylaws 593, 673 and 682.

Berlin bylaw 521 expired in 1914 and could not be renewed by the city by reason of the active opposition on the part of the Ontario Hydro Electric Railway Association. Having no franchise on King St. made necessary the relocation of the line on a private right-of-way from the southeasterly limits of Kitchener (the city having been renamed in the First World War). This was authorized by an order dated January 24, 1920.⁵

Berlin bylaw 790, passed Aug. 18, 1903, authorized the construction of this private right-of-way from a point on King St. across Cedar Grove Ave. and intervening property in the south and west wards to and along Wilmot, Turk, Park and Victoria Streets. This comprises what is now the spur leading to the freight shed and yard on Linden Ave. and Joseph St.

To reach the freight yard Berlin bylaw 840, passed July 4, 1905, authorized the sale of a part of Victoria Park to the Preston and Berlin Railway. Bylaw 875 extended the time of construction to June 1, 1907.

Kitchener bylaw 1609 passed Feb. 7, 1921, authorized the sale of lands at the easterly city limits to the Grand River Railway. Kitchener bylaw 1708 authorized the railway to build to the westerly limits of the city to Waterloo over a franchise authorized by Waterloo bylaw 258 passed Dec 17, 1903. The line was to pass along

5. Mr. W. G. Sinclair, of Kitchener, has supplied the following information. At first the Preston Berlin Railway ran on a single track on King Street as far as Ontario Street. In 1910, King Street was paved and a double track laid. It then travelled up the centre of King Street as far as Water Street, until 1921. Between Madison (then Albert) and Cameron the tracks left the centre and lay along the south side of the street to where it still runs beside the highway.

Park and Caroline Streets and a portion of Erb St. This brought the line to the freight terminus on Erb St., Waterloo.

Construction of the Preston and Berlin Railway was set in motion June 3, 1902, in the office of secretary C. R. Hanning, Preston, when a contract for grading, ditching, culverts, fencing, track-laying and ballasting was awarded to A. A. McDonald and Company. Thomas E. Hillman was appointed engineer in charge of construction.

Grading was started at King and Albert Streets, Berlin and proceeded easterly to the Grand River at Freeport. Construction was then transferred to the Preston end and proceeded to the Grand River at Freeport. Seventy-one pound rails made in Belgium were laid and these were later replaced in 1920 with CPR 85-pound rails.

The bridge across the Grand was built in the winter of 1903 and 1904. Following its completion the line was lightly ballasted. Electrification was carried out in 1904. A steam power house was erected at Preston Junction. New boilers and a 350-horsepower engine were bought from Goldie McCulloch Company. A 300-kilowatt generator was bought from Canadian General Electric. A car barn and repair shop were built in the same area. All of this work was under the supervision of M. W. Kirkwood, electrician.

The Preston and Berlin line was placed in operation for passenger service Oct. 6, 1904. Freight service was not established until 1905, following completion of a freight line around Preston and the freight terminus at Linden Ave. and Joseph St., Berlin. Preston station was also built that year. Then followed the completion of the line from Berlin to Waterloo.

The Waterloo terminus for a time was at the westerly end of Caroline St. near Erb due to difficulty in getting around the corner from Caroline St. to and across Erb St. The Grand Trunk Railway had a spur line running too close to Seagram Distillers at that point. Seagrams removed a corner of the three-storey warehouse to provide the necessary clearance. Thereupon the Grand Trunk pushed its track closer to the building, thus blocking the way again.

The late Joseph Seagram was not to be outdone in that regard and immediately ordered that a further portion of the building be torn down. When this was done he arranged for the Waterloo fire department with two lines of hose to prevent further occupation on the part of the Grand Trunk. The hose was used freely on the Grand Trunk employees until the electric line track was in place, a matter of a few hours. This permitted the railway to reach the Erb St. freight terminus⁶ and completed the construction work of what is now the Grand River Railway.

In 1907 a new interchange track was built to the CPR yard at Galt to avoid switch operations over Water St.

6. Because of the marshiness of the ground at the Waterloo freight shed, piles were driven for its foundation.

In 1912 an industrial spur was built across the Grand River⁷ from the line running along South Water St., Galt, to service industries in the southwestern section of the city with direct carload traffic to the CPR. Due to opposition by the Ontario Hydro Electric Railway Association,⁸ the city did not renew the franchise along some of the streets. But the manufacturers who were cut off, along with the city, jointly applied to the Board of Railway Commissioners for an order to compel the electric line to continue service. The board ordered the service to be continued from the south end of the city along Water St. to the bridge.⁹

In 1907 the Grand River Railway freight traffic had increased to the point where power demands made necessary additional power generating equipment. Larger steam generating units and electric generating apparatus were installed. By 1910 traffic had again grown beyond the capacity of the new units.

The Ontario Hydro Electric Power Commission by that time was offering power from Niagara Falls and, rather than spend large sums in building an entirely new power plant, it was decided to adopt the less costly method of procuring the required power by installing equipment for converting hydro three-phase 25-cycle into direct current for operation of the railway. The change was completed in April, 1911. Since then all operations have been carried on with purchased power. It is now standardized at 1500 volts D.C. throughout the system.

The Lake Erie and Northern Railway covers that section between Galt and Port Dover on the north shore of Lake Erie, a distance of 51 miles.

The chief object of the railroad was to satisfy a steadily growing demand not only from the manufacturers and commercial interests in Brantford but people generally for a more direct connection with the main line of the C.P.R., the closest points being Galt or Ayr. There was also a demand for a line south to the lake at Port Dover. People in the Port Dover-Simcoe area had long desired a rail line to their natural market — Brantford.

Representing at that time the largest and most successful industries of Brantford, those whose names appeared on the petition

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7. The bridge was without flooring and the sleepers had spaces between them. It became known to local residents as "The Holey Bridge".
 8. Sir Adam Beck sponsored the Ontario Hydro Electric Railway Association in the belief that Ontario should be serviced by a network of publicly-owned electric lines. One section from Toronto to Guelph operated for a number of years, but most of the system, including a surveyed route from Hamilton to Galt and Kitchener, was never built.
 9. From Chapman Street north, the rails were removed from Water Street early in 1921. The Company offices and waiting room at 10 Water Street North (now occupied by Birmingham Cleaners) were given up. The C.P.R. freight shed, north of Main Street, a 200 foot by 40 foot building, was moved 40 feet to the east to make way for a double track, and an antiquated railway car was placed beside it as a temporary waiting room. A mill pond on the property south of Main Street was filled in.

for a charter were John Muir, manufacturer; Robert Ryerson, merchant; Willoughby Staples Brewster, barrister; William Pratt Kellett, engineer; William David Schultz, manufacturer, and John Aitcheson Sanderson, manufacturer.

The authority for the undertaking was sections 1 and 2, George V, Chapter 106, being an act to incorporate the Lake Erie and Northern Railway, assented to May 19, 1911. Capital stock authorized was \$1,500,000 common stock, \$500,000 five per cent second mortgage bonds and \$1,000,000 five per cent first mortgage bonds.

The bonding limit was set at \$30,000 a mile, later increased to \$45,000 by special authority of parliament April 3, 1914. The Canadian government granted a subsidy of \$6,400 a mile or a total grant of \$340,000.

The charter calls for operating lake vessels, grain elevators, warehouses, land, wharves, docks, telephone and telegraph lines as well as dealing in coal and iron ore and distribution and disposal of electric power.

The line was leased to the Canadian Pacific Railway Oct. 8, 1914, for 99 years, effective Dec. 1, 1914.

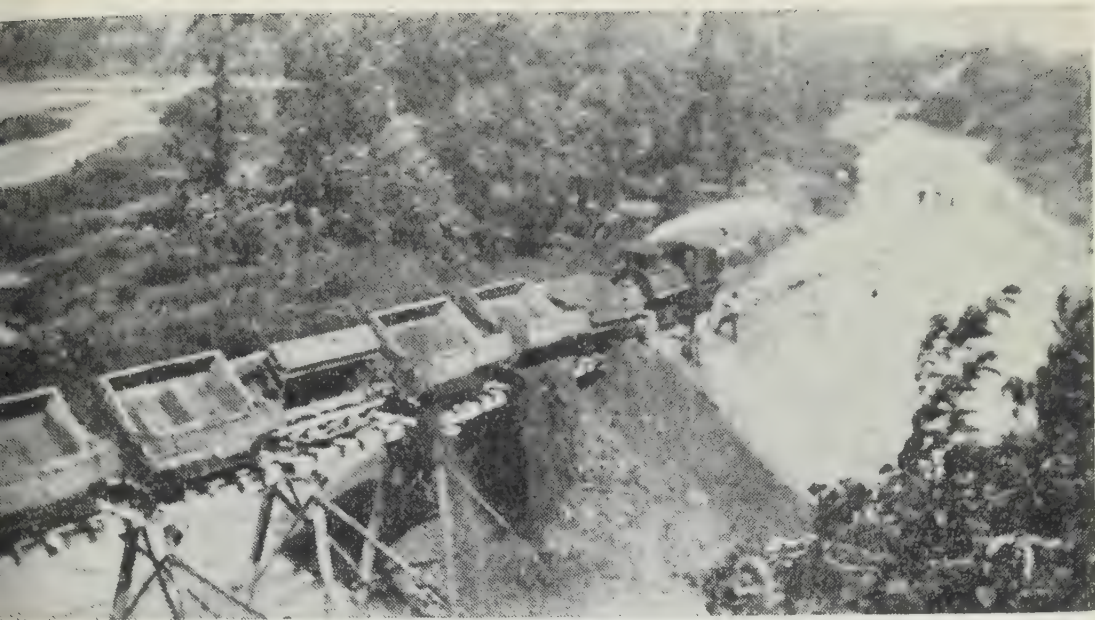
The northern terminus is Main St., Galt, thence to Glen Morris,¹⁰ Paris, Brantford, Mt. Pleasant, Oakland, Waterford, Simcoe and Port Dover.

When plans were in the formative stage for building the railroad an alternative route was suggested which would have effected a shorter route to the C.P.R. This was from Paris via Glen Morris to Ayr. The alternative route from Brantford to Ayr was 16 miles compared to 21 to Galt. However, the route was finally abandoned in favour of Galt by reason of the industrial territory beyond and which was served by the Galt, Preston and Hespeler and Preston and Berlin electric lines.

With headquarters in Brantford and W. P. Kellett, chief engineer and general manager in charge, construction of the L.E. and N. commenced in 1913. Johnston Bros. were general contractors. Original plans called for construction up to main line standards for steam railroads. These standards were modified from time to time as work proceeded because costs were exceeding estimates. There later developed a feeling that the contemplated traffic would not require as expensive construction as first thought. Today the L.E. and N. has a first-class roadbed, buildings and rolling stock and should the St. Lawrence Seaway turn Port Dover into an ocean port will be in a position to cash in on any extra business offered.

There were no pronounced engineering difficulties in construction; grading was comparatively light generally. The only tough engineering problems were bridging the Michigan Central Railway

10. The Glen Morris station was a stone house moved bodily from close to the river and placed square with the railway on a new foundation.



COURTESY K-W RECORD

HEAVY CONSTRUCTION

The old donkey engine and string of self-tipping cars which hauled fill below Galt.
Supporting timbers were left buried in the bank.



COURTESY K-W RECORD

BUILD THE ROADBED

About 30 Russian workmen were employed with shovels and wheelbarrows in building the Lake Erie and Northern Railway Roadbed in 1913. The crew occupied a camp on the farm now owned by Andrew W. Taylor near Galt.

and Toronto, Hamilton and Buffalo Railway main tracks and yard at Waterford and bridging the Grand River at Brantford.

In October, 1914, the C.P.R. took over the affairs of the L.E. and N. and completed construction. In charge of construction were C. W. R. Ramsay and assistant H. Wellwood. In February, 1915, C. T. Delamere and assistant J. M. Silliman were appointed construction engineers, with headquarters at Brantford and under whose supervision track and roadbed were completed by December, 1915. Brantford and Galt passenger stations had not yet been built.

In February, 1915, Sir George Bury authorized Martin N. Todd to proceed with electrification on plans prepared by M. W. Kirkwood. This work got under way in May, 1915. The portion of the line between Galt and Brantford was placed in operation for passenger service Feb. 7, 1916, followed by freight service a week later. Service was extended to Simcoe June 2, 1916, and to Main St., Port Dover, July 22, 1916. It was not until June 12, 1917, that the Grand Trunk allowed joint operation over a half-mile section of its track to the passenger station near the lake front.¹¹

About 1902 American interests headed by Dr. Ickes constructed and placed in operation the Grand Valley Electric Railway¹² between Brantford and Galt.. This was a real "Toonerville Trolley" line, badly located, cheaply constructed and equipped. The roadbed was partly on municipal streets, public highways and partly on private right-of-way. The width was generally 20 feet and it actually followed farmers' fences, even at the corners of the fields. There was undependable two-hourly passenger service between Galt and Brantford. W. P. Kellett of Pittsburgh was manager of operations.

The company struggled along some years with revenue not much more than sufficient to meet operating costs. Finally because of financial difficulties the line was taken over by the city of Brantford.

In June, 1915, the L.E. and N. bought the portion of the Grand Valley Railway from Galt to Paris — 12.5 miles — for \$30,000. By this purchase the L.E. and N. was relieved of the cost of installing two expensive interlocking plants as well as eliminating

11. The first Port Dover station was a box car at Main Street. For a few years the Grand Trunk required that one of their employees accompany the Lake Erie and Northern car as pilot while it travelled on G.T.R. property. This procedure was replaced by a "staff system" in which an L.E. & N. man was handed a stick or staff which symbolized authority to travel that part of the line and which he surrendered as soon as the train returned to its own right of way.

12. The charter of the Grand Valley Railway was granted "in the 64th year of the reign of Queen Victoria", probably 1901. Passenger service to Paris started in May, 1903, and to Galt started in the fall of 1904.

passenger competition.¹³ The passenger service of the Grand Valley was abandoned between Paris and Galt with the inauguration of L.E. and N. service. The L.E. and N. salvaged \$27,000 worth of rails and trolley wire. However, the Grand Valley ties were useless and nobody was in the market for the 20-foot right-of-way.

The two-level passenger station at Brantford was opened on March 10, 1917, and the passenger station at Galt Dec. 23, 1923.¹⁴ From the inception passenger service was well patronized the year round, particularly through the summer when excursions were frequent to Port Dover. In fact, during the summer the facilities of the railway were taxed to meet the demands and renting CPR passenger coaches was a common practice. This situation continued up to 1922 when a gradual falling off in patronage commenced, resulting from rapidly increasing use of the private automobile.

Freight traffic continued to expand, especially at Brantford in spite of firmly entrenched competition. The year 1929 was the big year in freight traffic for the electric lines. There was a decline in the depression but an upward swing during the Second World War. Passenger traffic decline, however, caused deficit operation of the whole system for several postwar years.

Abandonment of passenger traffic was expected by officials to remedy this situation.

The shops at Preston have facilities for building electric locomotives and many of the later ones were built there.

Operation of the railroad follows standard railway practice of steam roads with trains being operated by use of despatchers and train orders.

13. Where the Grand Valley and Lake Erie and Northern tracks met near the soapworks, south of Galt, there is a concrete foundation, the remains of a small watchman's tower built, and then removed in 1915. Farther north a much higher tower served the crossing at the C.N.R. track until it was replaced by an automatic signal system about 1940. On South Water Street, Galt, the overhead wire is still carried on Grand Valley crossarms and insulators.

The Grand Valley had an advantage at Paris because of the location of its station, that of the L.E. & N. being on the hills above the town. Grand Valley service between Paris and Brantford ended about 1929, and was replaced by buses.

14. Because it is built on the fill of the mill pond, the Galt station had piles driven for its foundation. Webster and Trory of Galt were the contractors. It was designed to have a second storey for railway offices, but this plan was abandoned.

The cost of the Brantford depot was shared by the Brantford and Hamilton Radial. The "B. & H." operated from 1908 to 1930 and gave connection at Hamilton with the Hamilton Radial (probably to Burlington), with the Hamilton, Grimsby, and Beamsville Radial, and with the Dundas Radial, as well as with lake steamers to Toronto. These railways were subsidiaries of the Dominion Power and Transmission Company, and drew their power from DeCew Falls.

The last passenger run on a wet day was described by Mayor Harold Snider of Port Dover as a "funeral." Among the passengers were members of the Syracuse chapter, National Railroad Historical Society, who bought several of the old passenger cars as museum relics.

The last trip started at 10 a.m. at Preston, went to Port Dover, back to Waterloo and back to Waterford with a return trip to Preston.

The memorable occasion came to a finale at Preston at 5 p.m., where about 1,000 citizens and two bands turned out to say farewell.

Little gifts and treats were given to the passengers at various stops. At Simcoe a dairy brought on individual cartons of ice cream and at Brantford the city provided chocolate bars.

A Port Dover florist provided every person on the train with a red rose.

Kitchener's ceremony at 4 p.m., with Legion Pipe Band playing several numbers before a large crowd, was one of the most impressive on the route. Acting mayor Fred Weber voiced thanks to the railroad for fine service over the years.

At Preston the Scout House Band and Preston Legion Band played. Speakers included Ald. William McLeod, Mayor William Woods, W. D. Thompson, general manager of the railway, Robert Water, president of the Syracuse chapter, National Railway Historical Society, Inc., Arthur White, MP for South Waterloo, William Anderson, mayor of Galt, Mayor Frank Bauer of Waterloo, and Mayor Elmer Goebel, Hespeler.

A GALT-PRESTON AND HESPELER RAILWAY CAR NEAR IDYLVILD, 1902



An index for the forty-four annual reports of the Waterloo Historical Society is being prepared at the Kitchener Public Library. If the information sought is not listed in the index of the 35th Report, address inquiries to the reference librarian at the Kitchener Public Library.

MUSEUMS OF ONTARIO

An illustrated address at the 1956 Annual Meeting
of the Waterloo Historical Society

By Paul and Marie Hughes

Paul J. Hughes, Director of Guidance for Etobicoke Collegiate, has assembled coloured pictures of most Ontario local museums. Active in the York Pioneer and Historical Society, and the Ontario Historical Society, he was convener of the Midland Workshop Weekend of the Museums Committee of the O. H. S. in May, 1955.

Mrs. Hughes, born Hannah Marie Lorroway, on a farm near Welland, Ontario, learned at her United Empire Loyalist father's knee the lore of the Niagara Peninsula and of her ancestors' flight from Pennsylvania. Mrs. Hughes is editor of the Newsletter of the Museums Section of the O. H. S.

Why do we visit museums? Some people are just interested or curious and like to look—a perfectly good reason—but a museum has many values of which the casual visitor may not be conscious.

Today we have more than 50 local museums in Ontario. The value and interest of their displays vary, but each provides at least some of the following: attractive settings and a safe place for interesting and valuable objects; a reflection of the life of the locality; an interesting comparison with modern-day living; an introduction for children and young people to a past they have never known; an insight into the growth and development of tools and equipment of an earlier time. A museum is a point of interest for us when we travel. It serves as a special attraction for visitors to our province. It introduces one of the best forms of visual education. It can be a focus for local pride in events and people of the past. Local museums are thus making an important contribution to the preservation of our own story—a story of the struggle against famine, pest, disease and the natural forces of weather, rock, and woodlands which our ancestors overcame in wresting their homes from the wilderness.

It is a matter of concern that some young people, as well as older people, know more about the way of life of the people of ancient Greece, Rome and Britain than they do about our own towns and villages. The practice of visiting local museums can do much to remedy this situation. The trails and forts, the houses and flour mills are rapidly being replaced by highways, streets, factories and subdivisions. Before this destruction of old landmarks is complete, we must preserve enough of the materials of our early history to interpret a previous way of life to those who follow. As we move into the Electronic Age, we sometimes fail to realize that the horse, the plow, and the axe were as important in shaping our society and culture as are the jet engine and the television set.

"Erected to commemorate the advent into Ontario of the white race under the leadership of Samuel de Champlain, the intrepid French Explorer and Colonizer who, with fifteen companions, arrived in these parts in the summer of 1615 . . ."

follows
next
paragraph

A fitting place to begin a tour of Ontario museums is in the area where was established the oldest habitation of the white man in what is now Ontario—the area between Orillia and Penetanguishene which is called Huronia. The massive bronze figure of Champlain—a great statesman and a devout Christian—stands in Couchiching Park, Orillia. Part of the inscription on this monument reads:

Thus Ontario history began. We find at Fort Ste. Marie the first permanent white man's residence on Georgian Bay—the fortified home of the Jesuit missionaries who took over in 1626 the work of Christianizing the Hurons. These men endured hardship, danger, incessant labour, and finally martyrdom. Inside the walls of the Fort the Indians found culture, peace, and religion; and here, today, we find the first Christian cemetery in Ontario. The way in which Simcoe County Indians lived 350 years ago is depicted for us in a palisaded village set up in Little Lake Park, Midland; and the Indian artifacts and objects of pioneer life of the area are displayed for us in Huronia Museum.



HURONIA HOUSE, MIDLAND

In 1955 this museum received an award from the American Association for State and Local History because of the quality of its displays.

The Indians were hunters and came to depend on fur trade with the white man; the headquarters for this trade for Huronia was at Penetanguishene. Simcoe, visiting this territory in 1793, suggested it as a military post; then came the war of 1812-14 and need for such a base was evident. The officers' quarters are still standing and are used as a museum. Penetang was the terminus of the military road opened in 1814 from Kempenfeldt Bay (Barrie), and an important station on the Upper Great Lakes route to the west. Historic old St. James-on-the-Lines Church was attended by the men of the military and naval depot at Penetang. The word "Lines" was the military term referring to the road which connected the fort at York with Penetanguishene. The "Lines" was really Yonge St.

Simcoe County is bounded on the east by Lake Simcoe. Let us stop on the south shore near Sutton West, in York County. Here we find Eildon Hall, a museum now under the supervision of the York County Council. It stands much the same as it was described by Susan Sibbald when she first saw it in 1835—an irregular pile of wood and plaster. Bound up with its story is that of this Scottish gentlewoman who exchanged a life of ease for one of pioneering with its simplicity and endless toil. Mother of 11 children, 8 of them sons who eventually held navy or army commissions in various parts of the world, she arrived in Canada at 51 years of age, her luggage piled high on ox-carts. Here for the last 30 years of her life, on the shores of Lake Simcoe, she settled down to take a vital part in the neighbourhood activities. Her monument, a beautiful little church erected to her memory, can be reached from her home by passing over an ancient stile.

Farther south near Newmarket, is the little village of Sharon. Here a unique building, three-tiered like a wedding cake, with its ball of peace shining, can be seen from afar. This is Sharon Temple, built by the Children of Peace in 1825. They were led by David Wilson who broke away from the Friends in 1812. A display of pioneer articles is housed here, together with the remaining relics of a religion inspired by this man. The temple is owned and maintained by the York Pioneer and Historical Society.

Farther to the south, on Black Creek, a branch of the Humber, we find the Dalziel Barn. This is a museum started by the Humber Valley Conservation Authority. In this barn which shows Dutch influence in its construction, are displayed to their best advantage those articles so necessary to early farm work and pioneer living.

And now we are at Toronto—a colonial capital which was hewn out of the wilderness. At the southern end of the Toronto Portage, the Indian Carrying Place, it was chosen by Lieutenant-Governor Simcoe as the terminus of the best route between Lake Ontario and Lake Huron. The land was cleared in 1793 and a fort was established called Fort York. Simcoe felt that Toronto, with its land-locked harbour, was a fitting situation for a new capital—at a safe distance from the Americans. In addition to Fort York, Toronto has other museums of interest. Scadding Cabin, perhaps the first house in Toronto, was built on the Don River in 1792 by Simcoe's farm manager and was moved to its present site in the Canadian National Exhibition in 1879. It symbolizes the opening of British settlement. Colborne Lodge, near the southern end of High Park, built in 1836 by John Howard, is an early Canadian farm house. Mackenzie House was acquired by the friends of William Lyon Mackenzie on his return from a 12-year exile for his part in the Rebellion of 1837. The building houses a unique collection of relics of Mackenzie's early drug business, the chair he used as first Mayor of Toronto in 1834, and the furnishings which he used when he resided there.

Following the shore of Lake Ontario we come to the Old Post Office Museum at Oakville in which a post office was established in 1835. At that time no stamps were used, and more often than not, letters were sent collect, the recipient paying the postage. Farther westward is Brant House Museum, on the site of the home constructed by Joseph Brant. It was an important stopping place at the "Head of the Lake" for distinguished visitors to Upper Canada, and a great gathering place for the Indians, whose canoes would cover the strip of shining sand as they waited on, or sought counsel from, their great Indian hero.

Continuing along the curve of Burlington Bay, we come to Dundurn Castle with its "72 rooms and cupboards." Dundurn, which means "Fort on the Water," was built by Sir Allan McNab, a colourful figure who was knighted for his part in putting an end to the Mackenzie Rebellion. The castle's rooms are filled with exhibits of all sorts. The spirit of the place is well expressed in this little poem which appears on the flyleaf of the History of Dundurn Castle by Melville Bailey:

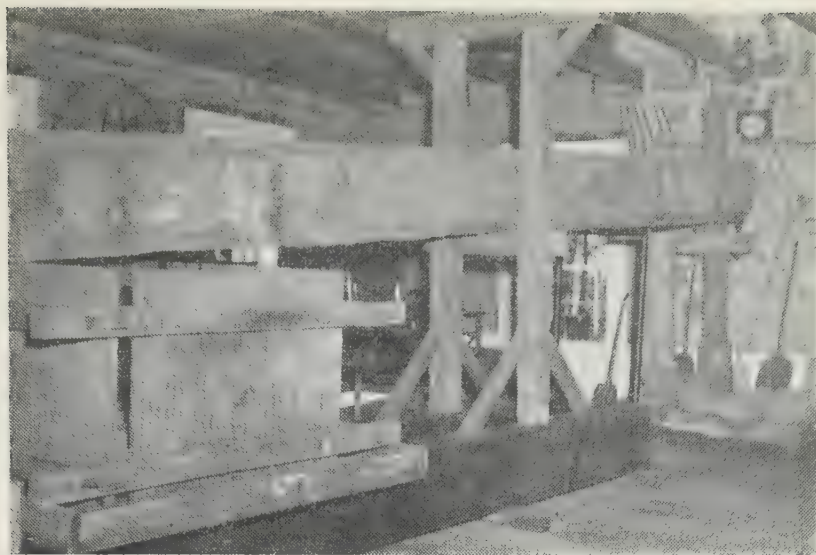
House of honour, seat of state,
Table at which Royalty ate,
Halls where men of history walked,
Rooms where statesmen planned and talked.

Ivy walls, you ramparts hide,
Deeds of men who, side by side,
Toiled and fought, thy fame to earn.
Thine the glory! Old Dundurn!

Near the village of Stoney Creek, set well back from the lake, but overlooking it, we find Battlefield House. Here a battle which changed the tide of the War of 1812-13 was fought. The Americans, who had taken the Gage homestead for their headquarters, were thrown into confusion by the British who descended upon them by night, accompanied by Indians who filled the air with their demoralizing war-whoops. Driven back to Forty Mile Creek that night, they eventually retreated to the border.

On Twenty Mile Creek (the pioneers measured the mileage from Niagara-on-the-Lake and thus established the name of the Twenty) is located the village of Jordan, once a thriving Niagara shipping port. Here we visit with pleasure the Jordan Museum of the Twenty, one of the finest of the small museums in Ontario. Of particular interest is the immense fruit press. All exhibits are shown to their best advantage in Vintage House.

And so at last, we arrive at Niagara-on-the-Lake, which has the distinction of having the first local museum built to be used as such. Here, too, the first Parliament of Upper Canada was held in Navy Hall, in 1792 newly renovated as a home for Lieutenant-Governor and Lady Simcoe. It is now restored as a museum. Niagara-on-the-Lake claims with pride the first newspaper, 1793; the first Agricultural Society, 1792; two of the first churches, historic St. Mark's, and St. Andrew's with its beautiful classic architecture and



FRUIT PRESS

Jordan Historical Museum of the Twenty

its curious old box pews; the first library, 1800; the first Law Society; and one of the first grammar schools. Here also is historic Fort George. The original fort was constructed by Simcoe between 1793 and 1799, and was the principal British stronghold on the Niagara frontier until 1813.

We could visit so many others: Fort Erie, near the first territory in Ontario to be acquired by treaty from the Indians, and which was the first British military post in the province; Fort Henry at Kingston, which was never attacked by an enemy, but which gladly receives each season the invasion of visitors who cross the drawbridge to be conducted by guides carefully trained and uniformed as Imperial troops of a century ago; the new Dundas Museum opened in the spring of 1956—a fine modern building; Brant County Museum on the historic Grand River; Wellington County Museum at Elora where close by, at West Montrose, we can cross through the only remaining covered bridge in Ontario; Bruce County Museum at Southampton—one which is young but shows vigour and promise; Huron County Museum at Goderich with its unusual collection of working models; Waterloo County Museum, housed in the Library at Kitchener, where one can see a fine collection of old papers and records, as well as the original Conestoga wagon which brought pioneers to this area. To this short list could be added many others.

As we return home we feel satisfied and hopeful. Whether the museum visited was once a fort, a barn, a house, a school, a store, a castle, or a temple, each is doing its part in preserving the past in order that the children of the future may better know their country's past, and feel the thrill of interest and pride which comes with knowledge of their splendid heritage.



INTERESTING INDIAN RELICS

**Are an outstanding feature of the Brant Historical Society Museum,
Brantford**

The North Dumfries and South Waterloo Farmers' Mutual Fire Insurance Company celebrated its one hundredth birthday in June 1956.

It is impossible to know exactly why the farmers of North Dumfries organized a fire insurance company in 1856, but some of the factors can be listed. According to the minutes they felt that "the insurance protection offered is too expensive for all to enjoy." It was a period of prosperity brought about by the repeal of the corn laws, 1846; the Crimean War, 1854-1856; and the opening of the first railway to Galt, 1855. Perhaps most important of all was a ruling by the Court of the Queen's Bench for Canada, in 1851, that to force American companies to honour their contracts in Canada was beyond the jurisdiction of Canadian courts.

The North Dumfries and South Waterloo Company is the oldest farm mutual fire insurance company in Ontario.

Freeport (1881) is a hamlet of about 100 inhabitants, on the east bank of the Grand River, where the Galt and Berlin highway crosses the stream. In the early history of the township (Waterloo), this was the most important point within its borders, owing principally to the existence of the bridge (1820), the collection of tolls upon which gave this village the name of The Toll Bridge.

from the Atlas of the Dominion of Canada, H. Parsell & Co.

MRS. OPHELIA RIFE

A warm and tender tribute

By Carol Dunnett

Mrs. Alec V. Dunnett, nee Carol Elizabeth Rife, spent her early youth in North Dumfries. After attending Hespeler Continuation School and High School at Media, Pennsylvania, she graduated in 1938. Next came a stint of War Service, first with the Inspection Board of the United Kingdom and Canada and later with the British Admiralty Technical Mission. She became Mrs. Dunnett in 1945 and has two children.

During recent years much honour has been paid my grandmother, Mrs. Ophelia Rife, Hespeler, Ontario, who on May 14, 1956, celebrated her 103rd birthday. Newspapers, photographers, newscasts and televised newscasts have all shown a keen interest in the fact that grandmother still retains her remarkable memory and zest for living.

As I mingle among the the many relatives and friends who come to pay their respects on her birthday and gaze upon the beautiful cards, flowers and gifts which arrive from near and far, I find myself deep in a wealth of memories. So many stories are told at each birthday party, I know for many of the guests it is also a day when the past is relived for them. To everyone grandma is a symbol of many pleasant associations and cherished memories. So much is woven into the story of her life it seems it must be told by someone close to her in order to appreciate the richness that is hers in the sunset of her life. Grandmother's life story reveals a great deal of the early history of Waterloo County which I feel is interesting to those of us who are fortunate enough to be living within its boundaries.

Ophelia Lochhead, daughter of James and Alzina Lochhead, was born in Galt on May 14, 1853. Her home was located on Market St., now known as Cambridge St., near Dickson St. It was a duplex with wide front steps and the other half of it was occupied by the Jaffray family, original owners of the Evening Reporter. She describes this house as an ideal location for viewing much of the town's activity such as the band concerts which were held on a platform at the market square. At that early date the Firemen's Ball was quite a gala event in Galt. Since her mother lived close by she had been asked on occasion to assist in preparing the sumptuous meal which it was customary to serve at midnight. Grandma recalls the night she and her sister were permitted to accompany their mother so that they might watch for a while and then return home. They were so entranced they stayed till 2 a.m. for which they were severely scolded. One of the ladies present wore an elegant black velvet gown and a gold bracelet which grandma has dreamed of and envied all her life.

James Lochhead was employed at the Galt Edged Tool Works, then known as Date and Distin, since H. H. Date and W. L. Distin were the proprietors. Grandma recalls taking messages to him at

his work, being carefully handed from one worker to another past the burning forge till she safely reached her destination. She remembers proudly that tools which he made in Galt were shown in a red-lined box and won first prize at the Exposition in Paris, France.

She describes the Date residence as one of great beauty, located on the east side of Water St., across from the present collegiate site. Their daughter had a governess and used to come with a pony chaise to take her father home from work.

Two other large firms at that time were owned by Cant and Gourley and Goldie McCullough. The Cant and Gourley firm made saws. When the Galt Edged Tool Works failed at the beginning of the American war, Cant and Gourley took it over, moved it across the river and started business again.

The oldest living ex-student of Central School, grandmother has recollections of its earliest days. She tells of the ice-jam in March, 1863, which took away the bridges over the Grand River, leaving children on the school side and many parents on the opposite side of the river. The children were taken in rigs around by Preston in order to cross and return to their own homes. A man who was caught in a tree and could not be rescued till the following morning caused much excitement. A May 24th parade stands out in her memory as an event the children enjoyed immensely. Great arches of evergreen were placed at the head of Main St., at the corner of Water and Main Sts. and at the centre bridge. All the tie-posts and every object that would hold a tree were decorated with evergreen. The children marched from Central School hill down Main St., up Water St. to the bridge. Each child was given a bag of candy. James Kay's Works on the west side of N. Water St. erected a wonderful arch over Water St., made of boxes. Their products were displayed on these boxes and as the procession went by a man stood on each of the steps.

Galt was called "The Manchester of Canada" because the products made there were similar to those made in Manchester, England. W. L. Distin is said to have coined this phrase.

Grandma recalls that in the low water season children could wade across the Grand River and factories had to close down for the want of water.

Girls married very young at that time, even though they seemed little more than children. Grandmother smiles at the memory of a Galt girl who could not be located when the time for her wedding approached. She was found sliding down a haystack with her playmates, very much unconcerned about the event which was to change her whole life.

At that time Mr. Tassie taught Grammar School at the present collegiate site. Many of his pupils were lads who had come out from England and Scotland. They played in a field in the vicinity of the old Victoria school and Rose St. known as the "Commons" and were nicknamed "Tassie's Apes."

Since some of her relatives were located in the Ayr district she visited there frequently. When she was nine years old she remembers vividly a comet she saw in the sky while on a visit there. On another occasion, when visiting the Morton farm there a bad storm threatened. Even the children were helping the men to get in a crop of flax which was planted in the orchard. When the clouds hung so low it seemed as though one could touch them the women and children ran to the house and the men to the barn. A huge ball of fire which appeared as large as four men with arms joined landed between the house and barn, bounded over the fence into the pasture field and was believed to have landed in the Nith River. The terrified men threw themselves to the ground in their fright. Terrible thunder followed which grandma declares she has never heard equalled since.

James Lochhead passed away when grandma reached the age of ten years. After his death an aunt and uncle took her to Michigan, U.S.A., to live with them. They were very strict with her but she has felt it benefited her well in later years. She was very fond of music and was said to have had a clear, sweet voice which she dearly loved to use. She tells of the time when a neighbor purchased a new organ which she longed to hear. One evening her desire became so insistent she decided to slip away to her neighbor's home against auntie's orders. However, her absence was soon discovered and she was so severely reprimanded she has never forgotten the episode. Her love of music continued to grow and in later years was instilled in all of her children and many of her grandchildren. At ten years of age she helped to make bandages for wounded soldiers during the Civil War and mended clothing for runaway slaves.

At the age of fourteen she returned to Hespeler, Canada, where she met David Rife to whom she became engaged. David Rife was a grandson of Samuel and Elizabeth Rife who came to Canada with the Pennsylvania Dutch settlers in 1823. They first settled in or near where Preston now stands, but, subsequently, in 1825, moved to Guelph township to become the first settlers there. Their daughter, Sarah, was the first white child to be born in Guelph township. Samuel Rife was born in Adams Co., Pa., in 1788. His father was David Rife, then spelled Rieff. (Somewhere down through the years a story has been told that the name was originally Van Rieffe.) Records show that David Rieff came to Pennsylvania on the ship "Richard and Mary" in September, 1753. He served in the Revolutionary War as a member of Captain Hughey's company of the Lancaster County militia. Young Samuel married Elizabeth Hoke, a native of Chester Co., Pa., and they reared a family of eight children. Their son, David, settled on a farm on the outskirts of what was to become the town of Hespeler. Through the years it has been erroneously stated in newspaper accounts that David was the original owner of the sturdy log house built on this property. We have not been able to determine the year the house was built but have learned that a Mr. Hunt occupied it in the year 1837. A man by the name of Clemens was the occupant when David Rife took it over in the year 1840. Additional rooms were added to the log

structure and eventually it was plastered on the outside. In 1870 David Rife purchased the Hartell farm adjoining his own. He moved to this farm and rented the home farm to his son, David, Jr.

David, Sr., was a zealous Christian and temperance worker. He was a member of the Methodist church in the early days, having donated the land on which the Methodist church, later to become the United church, now stands. Many times he served as minister for that congregation. When the union of the Methodist New Connexion and the Wesleyan Methodists took place he decided to become a member of the Evangelical church. In present church records he is listed as having been an Evangelical preacher. He passed away in 1888.

In 1871 Ophelia Lochhead and David Rife, Jr., were married and settled on the Rife homestead, known as Sunnyhill Farm. The long, low house with its 12 spacious rooms, attic, storeroom, summer kitchen and traditional outer shed, proved to be ample space for the eight children which blessed their marriage. There are two staircases going out of the living room and my father, aunts, and uncles have often told us that it was a steadfast rule that the boys must use one and the girls the other as they wended their way to bed at night. As children we were intrigued by these two staircases and the large area covered by grandma's house.

Sunnyhill Farm covered a large acreage, some of it well-wooded. The Rife woods, now known as Woodland Park, is still a popular spot for picnics. Many pictures have been taken of the Rife farm with its lovely back lane, rail fences and spreading buildings.

As we pass through Hespeler now it is hard for us to visualize the town as our grandparents knew it in the early days. Main St. had some good sidewalks but the side streets had plank walks, sometimes one plank while others boasted two planks laid side by side. The schoolhouse contained two rooms. One room was taught by A. J. Brewster and the second room by Miss Belle White, daughter of the Rev. Jas. White, minister of the Methodist church. She later became Mrs. George W. Rife. The Methodist church was a small building furnished with wooden benches and a wooden altar rail. It also boasted a cradle which proved a great blessing to many a weary mother. On a clear day you could see the church spires in Guelph from the church steps.

Jacob Hespeler was the town's most prominent citizen at the time of his daughter's marriage to a Mr. Walker from Walkerville. Grandma recalls a carpet being laid for the bridal party from the bride's home, later known as the "Coombe," to the railway station. A special train came from Toronto or Hamilton to take the newlyweds away. The employees of the nearby mills owned by Mr. Hespeler had been disappointed at not being given the day off for the occasion, so they all stopped work and rushed to the windows to watch the proceedings. The scales which Jacob Hespeler used to weigh the money with which he paid his mill hands is still in the

Rife home at Hespeler. Grandma used to weigh her homemade butter on it.

She once made butter for one of the stores for which she received 8c a pound. She said she would not do it again so solicited private customers who paid her 10c and 13c per pound. Tea was \$2.50 per pound but tea dust could be purchased at a very low price. Brown sugar cost \$1 for ten pounds and white sugar \$1 for eight pounds. Eggs were 8c and 10c per dozen. Cotton sold for 1c per yard after the American war was over and the tariff removed. Print sold for 4c per yard. English shirting was very expensive selling at 15c and 20c per yard. There was a cotton mill at Dundas.

Her grandparents settled in Hamilton when it was just a mudhole. The courthouse there was built with bricks her grandfather made. He also had a grist mill at Dundas and operated three routes by team to Goderich with supplies. One team came through the Beverly swamp on the corduroy road. She recalls that the people in the Puslinch area were very poor, often having to plant potato peelings for potato seed. The story is told of a Puslinch woman who walked to her Grandfather Walker's mill for 25c worth of flour. The mill had closed on Saturday night when she arrived. Regulations were very strict at that time and a serious fine was imposed on anyone who sold anything between closing hours Saturday and Sunday midnight. The woman pleaded to be served so that she could start the long walk back to her starving family. However, Grandfather Walker promised that he would load his wagon at midnight Sunday so that she could ride to Preston on it and be home just as quickly. When she got off the wagon at Preston she was given as much as she could carry in her arms as she walked the remainder of the way home to Puslinch.

In the early days of Hespeler strong drink was available at five establishments on Main St., including hotels, drug store and general store. Conrad Nahrgang operated the post office which was located on the present Bank of Montreal site. The town hall was situated above Sault's blacksmith shop.

A popular spot for sports and town picnics was a site in the present Corktown vicinity known as "Evergreen Hill." It was surrounded by huge pine trees, making it an ideal spot for such activities. Grandma recalls a July 1st parade which surpassed any of the Old Boys' parades held since that time in Hespeler. The girls wore white skirts with red and blue accessories and carried brooms. The boys wore blue trousers and white shirts. They marched smartly along carrying wooden guns.

Quite a stir was caused in town when the Randall Farr & Co. mill decided to move to Holyoke, Mass. Just as the move was about to take place the creditors came in an attempt to seize everything. However, it was discovered that everything was owned by a silent partner whose name was Mr. Busby, so the moving continued as planned.

David and Ophelia Rife were community-minded people. The Hespeler branch of the Women's Institute was organized in their home. They were loyal members of the Methodist Church and David was a member of the Royal Templars. The affairs of the town were also of much concern to him and he was reeve of Hespeler for a number of years.

As the years rolled by their four daughters and four sons enjoyed bringing their many friends home to Sunday evening suppers, picnics, church group meetings and socials. Visitors were always warmly welcomed and all respected the rules of the household. The family had to retire at a respectable hour which in those days was never later than ten o'clock. Somehow grandma and grandpa maintained a remarkable discipline which never resulted in ill-humour.

An adventurous spirit and wanderlust eventually took members of the family far afield. With their departure grandmother and grandfather found their interests covering a much wider scope. Their eldest daughter, Mabel, married Dr. Harry Smith and took up residence in Edmonton, Alberta, where she continued to live until her death in 1934. A trip to Edmonton in those days was quite an accomplishment but grandmother managed to make the trip twice. Charles, David and Lester also felt the call of the West and went to Alberta and the Peace River District. David homesteaded in Crossfield, Alberta, later settling with his wife and four children in Edmonton where he carried on a dairy business for a number of years. He passed away in April, 1956.

Charles returned from the West and, in 1907, in answer to an advertisement, was accepted as herdsman at a large dairy farm in Wawa, Pennsylvania, near Philadelphia. He was put in charge of 500 head of cattle which had been imported from the Isle of Guernsey. Very happy in the land of his forefathers, he later became state dairy inspector and resided in Wawa until his death in April, 1953. In 1935 I accompanied him to his home presumably for a vacation. As I took my first trip down the beautiful Susquehanna Trail into the fertile fields of Lancaster, Oxford and Delaware counties, I was thrilled again and again with the kinship of that part of Pennsylvania to our own beautiful Waterloo County. I could almost feel the challenge the northward journey must have presented to those first early settlers as they saw the possibility of clearing and developing a new land so like their own had once been. Thus it did not seem strange that my vacation should become a three-year sojourn in a land which became very dear to me as I found myself happy and contented in a way of life so similar to that of my own home. Many times since then I have travelled the Susquehanna Trail, never tiring of its beauty and always feeling strongly the link between the past and the present and its relation to my own life.

Lester spent several years in Alberta but later followed his brother to Wawa, Pennsylvania. When his daughter married and settled in California, Uncle Lester and Aunt Bertha decided to make their home near her and are residing in Orinda, California, at the present time.



MRS. OPHELIA RIFE
Waterloo County's Oldest Resident

From an original charcoal portrait by Egbert C. Reed, Norval, Ontario
February 1952

Bessie spent seven years with her sister, Mabel, in Edmonton, before returning to teach at the Hespeler Public School. For a few years prior to her death in August, 1938, she was ill at home where she was well-known and beloved by her former pupils and friends.

Aunts Margaret and Walker and my father remained at home during this period. In 1906 my father, William Rife, was the cause for much concern when he suffered a series of unfortunate accidents. Early in the summer, he was crushed between a load of hay and the barn door. A short time later as he stood in the doorway watching a mother hen and her baby chicks after bringing in a pail of water he was struck by lightning. Grandmother tells of how she quickly threw the pail of water on dad which she has always felt saved his life, though he remained unconscious for several hours. When he recuperated enough to travel he set out by train to visit his sister in Edmonton. On the way the train was involved in a serious wreck which claimed the lives of fourteen people. Dad escaped with a bad shaking-up. On his return to Hespeler, he was gored by a bull, requiring thirty-six stitches to close his wound. His experiences were printed in newspapers as far away as Chicago under the heading, "He Bears Charmed Life."

David Rife passed away in 1912, a well-respected member of his community. His passing left a great deal of responsibility to be shouldered. My father, the youngest of the Rife sons, had delivered milk for many years for his father who operated Sunnyhill Dairy. Dad often tells of the early morning deliveries and how the milk was poured from a measure into the container provided by the customer. After his father's death my father continued to operate the farm. Aunt Walker and my father were both interested in chickens and won many prizes at poultry exhibitions. Dad also travelled about judging at poultry shows and fairs. He and Aunt Walker were very popular guitar and harmonica players. Few programs were complete without a selection from them. They each had a mouth-organ holder which fitted over their shoulders so they could play the mouth organ with guitar accompaniment. As children we were always thrilled to hear them play. Dad still entertains us with his guitar. Dad and Uncle Charles played the cornet, Uncle Dave the tenor horn and Aunts Margaret and Mabel the piano.

When my father and mother were married, dad rented a farm close to the home farm and continued to operate both places. Finally the desire to purchase a farm of his own where he and mother could rear their family brought dad to the Dickie Settlement district where he purchased the farm on which he still resides. Warden J. S. Knapp, who was then agricultural representative for Waterloo County, was instrumental in interesting dad in his present farm. I am happy to say that after my own wanderings ceased, I found myself situated on three acres of this farm which my husband and I purchased from my parents in 1950.

When grandmother and aunts could no longer carry the responsibility of a large acreage, much of the Rife property was surveyed

and sold for building lots. Only the spacious, well-landscaped grounds with their immense trees seclude the Rife property from the city homes which have been built on the southern and western sides during the past few years. A twinge of sadness and regret overshadowed the entire family when the remaining 28 acres and buildings surrounding the house proper were purchased for a residential development in July of this year, 1956.

When dad left Hespeler, Aunt Walker decided to use her knowledge of chickens and went into business for herself. She carried on successfully until 1955 when failing health forced her to give up. The townsfolk enjoyed coming to the Rife home to buy their eggs and to visit with grandmother and my aunts. A special treat for the children was a slice of Aunt Walker's delicious bread with homemade jelly, or one of Aunt Margaret's homemade rolls.

Since my sister, five brothers and I were the only grandchildren who lived nearby, we enjoyed to the fullest all the wonders of Sunnyhill. We loved to explore the attic where we uncovered coin collections, bird's egg collections and many other treasures, all souvenirs of my aunts', uncles', and my father's childhood days. My sister and I whiled away many hours playing with the lovely little dolls, doll cradles and beds. The dolls had stuffed bodies but boasted beautiful china heads. My favourite was little Hannah, who wore a bonnet of the same fine china.

Our present Highway 97, then known as the Roseville Road, was just a narrow dirt road when we were children. Road conditions were poor generally and autos were not used to travel any distance. Most of the relatives who came to visit came by train and stayed at Sunnyhill. A telephone call summoned us all, dressed in our Sunday best, to visit with the guests. Often other nearby relatives came also. In summer, picnic tables were set up under the lovely spreading trees. Everyone chattered gaily as we enjoyed the goodies set before us. Many times breakfast was served outside as well. The outdoor fireplace and these same picnic tables are still used by some of the Hespeler church groups in the summer and fall, especially when the corn is in season.

Perhaps our most nostalgic memory is that of Christmas days spent at Sunnyhill. Uncle Charles, known to all of us as Uncle Budd, always sent a turkey to grandma which we were invited to share. I will never cease to marvel at the unselfishness of my own dear mother when I think of what a struggle it must have been for her to get seven children ready on Christmas morning amidst all the excitement of new toys and clothing. Winters were much more severe then than now, so mother heated bricks and flat-irons which she placed at our feet as she and dad bundled us into the sleigh. (Most cars were put away for the winter by Christmas.) No matter how weary she felt, she would never for one moment have disappointed us. I remember, in particular, the Christmas morning our chimney caught fire. Mother and Dad extinguished the fire in the chimney and stove after some difficulty. Even after such a fright they did not

deny us our trip to Hespeler. When we arrived home that night our house was icy cold but mother cheerfully wrapped us in blankets until the fire was built and the house warm again. We would start off on our ten-mile journey as excited as could be, but I can still remember how glad we always were when we glimpsed the old C. T. Groh home, now the Department of Lands and Forests building. We knew then we were nearing the town and would soon reach grandma's house at the opposite end of it.

It was an accepted rule that no gifts would be opened until after dinner. I can still taste those delicious meals. Parsnips and turnip were always a part of the menu, and, like most children, we complained when mother served them at home. However, we were so eager to finish our dinner on Christmas that we all ate them very obediently and actually enjoyed them. My aunts must have spent hours dressing the tree and preparing the scene beneath it. My brothers were fascinated with Noah's Ark and all the little animals which were part of it. The ark is still intact but has been packed away with the dolls now that we have all grown up. A little monkey which has long been one of the decorations on the Sunnyhill tree now delights my own little sons.

My aunt in Edmonton always sent a parcel with a gift for each of us. There was a box from Uncle Budd and our gifts from grandma and aunts. What a thrill it was to hear our names called as the gifts were distributed! Those wonderful family dinners have long since been discontinued now that we have families of our own who like to visit their own nannas and grandpas at Christmas. Yet the memory of those other Christmas days will linger in our hearts and minds till the end of time.

When I finished grade school at Dickie Settlement I spent the following year with grandma and aunts while I attended continuation school in Hespeler. I recall grandma's efforts to teach me to be observant. When I returned from a trip downtown she would ask me the prices of various articles in the store windows. When I would not be able to tell her she would tell me I should train myself along this line. How many times the lack of observance on my part has caused me a great deal of embarrassment and inconvenience! Somewhere in the Hungerford side of the relationship had been a person who was very bent. Grandma used to warn me to keep my shoulders straight or I would get the "Hungerford Hump." Before breakfast each morning she advised taking half a cup of warm water with a pinch of baking soda and salt. This was to ward off colds and throat ailments. It has stood her in good stead through the years which makes me sorry I didn't continue the practice.

As the years passed, many changes were wrought in our lives which claimed a great deal of our time. Our visits to Sunnyhill became less frequent but none the less enjoyable. All of our western and American cousins have visited at Sunnyhill while some of their children have also had the privilege. As in the old days these visits have meant a gathering of the family. Sunnyhill was a beehive of

activity in the summer of 1947 when Hespeler celebrated its Old Boys' Reunion. Relatives from far and near renewed acquaintances, some of them for the last time.

Grandmother's ninety-seventh birthday was also Mother's Day and a memorable occasion for many of us. More than seventy guests were present when my brother Charles' ten-month-old daughter, Wendy, and my five-month-old son, Richard, were christened in their great-grandmother's living room by their great-great-uncle, Reverend Edward Rife of Rochester, New York. Uncle Edward was well-known in Galt from 1900 to 1905 when he was secretary and physical director of the Galt Y.M.C.A. At the time of the christening he was eighty-five years old. (Last summer, at the age of ninety, he paid a visit to Sunnyhill and, while attending a gathering at my sister's home in Galt, christened Charles' second daughter, Kathy Ann.)

The bowl used for Wendy's and Richard's christening was from grandma's wedding set of dishes which was then seventy-nine years old. The table on which it sat belonged to my great-grandmother Rife before her marriage. I was thrilled when grandma told me that I am to have the christening bowl and the table.

Another prized possession in the Rife home is a sunburst quilt which was pieced by my Great-grandmother Walker. This quilt was in the possession of grandma's first cousin in Lewiston, New York, until recent years. She sent it to grandma with the request that it be kept in the Rife family.

In the summer of 1951, grandma broke her hip but refused to be taken to hospital. With the aid of salt bags her hip was held in place until it knit, after which she was able to walk again much to everyone's amazement.

Telegrams from the Queen and Prime Minister, a bouquet from Alaska, a lei of orchids from Hawaii, flowers from the mayor of Hespeler and a cake from the town council were highlights of grandmother's one hundredth birthday. Guests arrived from British Columbia, Alberta, California, Pennsylvania, Rochester and many Ontario centres. Open house was held, which no one enjoyed more than the guest of honour.

Grandma went out to vote after reaching the century mark. On the occasion of her one hundred and first birthday, she and members of the family appeared on television. Ninety-four guests signed her one hundred and second birthday register.

Another year has passed, bringing its joys and sorrows to all of us. On May 14, 1956, we were once again privileged to gather at the lovely old home which has remained much the same through the passing of time. A fire of undetermined origin destroyed some of the outer buildings in 1947, but the remainder of the buildings and grounds looked just as familiar to the guests this May as they did when they used to play there many, many years ago as boys and

girls. A profusion of flowers, cards and gifts graced the rooms while seven birthday cakes were presented to grandma. The eighty-four guests who called were delighted to find her just as keenly interested in her family, friends and surroundings as on their last visit. She still rises by seven o'clock each morning, listens to her radio and enjoys having the paper read to her. I have been amazed each time I consulted with her while writing this article at the clarity of her mind and the detail in which she is able to describe events and places. This May she appeared on television again with my aunts and a granddaughter, Mrs. Frank Noakes of Vancouver, who was visiting briefly en route to Europe for the summer months.

We know we cannot hope to share many more birthdays with her, but through the years will cherish the memory of the many wonderful occasions we have enjoyed in her home. We know our lives have been greatly enriched by our association with her and we will continue to be grateful for the heritage which has been ours through her. As grandmother has considered it a great privilege to have been spared to see these many years of progress in Waterloo County, so we consider it a privilege to look back on the contribution of our pioneer ancestors to that progress.

YORK PIONEER AND HISTORICAL SOCIETY VISITS GALT

By J. C. Boylen

Major Boylen, a veteran of two World Wars and former private secretary to the Ontario Minister of Agriculture, is a member of the Civic Historical Committee of the City of Toronto, an immediate Past President of the York Pioneer and Historical Society, and up to last year was secretary of the Ontario Historical Society. His published works include a recently issued *History of the Township of York*.

This account was written for the Newsletter of the York Pioneers.

The bus tour to Galt and through Dumfries taken on Saturday October 13th by members of our Society in response to the invitation of the Waterloo Historical Society was a memorable event. In glorious autumn weather, they were piloted by Andrew Taylor, Vice-president of that Society, through valleys north from Glen Morris and in some stretches the actual routes of Indian trails were followed. Lunch was taken in Victoria Park and a tour of Galt included the haunts of the Hon. William Dickson, its founder; Hon. James Young, its historian; and the Rev. R. E. Knowles, its noted author and preacher. A stop was made beside the Grand River at the confluence where Absalom Shade established his mill and thus founded what has become the industrial centre of today. Great interest was taken in the Pergola in which is incorporated the tombstones of the pioneer cemetery of Galt. The area in which the tombstones once lay is now park space. The project is the work of the I.O.D.E. The visitors were entertained to tea in the parlor of First United Church, the oldest congregation in Galt, and welcomed by Mr. F. E. Page, President of the Waterloo Historical Society, Miss Emily Seibert, Secretary; Mr. W. H. E. Schmalz, Past President and others. President McFall and Mr. A. G. Clarry made gracious acknowledgment on the hospitality enjoyed.

THE AGRICULTURAL REPRESENTATIVE SERVICE IN WATERLOO COUNTY (1907-1957)

By R. A. Forsyth

R. A. "Sandy" Forsyth, Agricultural Representative of Waterloo County, grew up on an eastern Ontario farm near Almonte. At the age of twenty-one he enlisted in the Royal Canadian Navy and during three years of war service rose to the rank of Lieutenant. He came to Waterloo County in June, 1949, after graduation from the Ontario Agricultural College.

Waterloo County had been opened for approximately one hundred years when it was selected in 1907 as one of the first six counties in Ontario to have the services of a "District Representative."

Actually, the first settlement was made in 1800 on the banks of the Grand River, near what is now the village of Doon, by hardy Mennonite farmers who had emigrated from Pennsylvania and who came to Ontario to remain under the British Crown. Purchase in 1804 of what is now Waterloo township for \$20,000 by Mennonite farmers in Pennsylvania led to a rapid opening of the county to agriculture by Pennsylvania Germans. In 1807, further purchase of what is now Woolwich township by settlers from Pennsylvania meant that much of the county was settled by these German-speaking people. However, a number of English settlers followed, and the purchase of North Dumfries township by William Dickson led to an influx of Scottish settlers around Shade's Mills, now the city of Galt. All in all, it was a cosmopolitan group of people who settled here and brought with them good farming practices and trades and crafts which made Waterloo a most progressive and prosperous part of this great new province. This, no doubt, influenced the provincial authorities in 1907 to place one of the young white-collar college graduates in the county as a district representative to teach and work with the farmers on better farming methods.

An interesting point is that one of the duties of these new district representatives was to teach agriculture in the local high school. This service was offered to the high school in what was then the town of Berlin (now the city of Kitchener) and was rejected. It was then offered to Galt where it was accepted and the office was established in the city of Galt where it still is.

Mr. Frank C. Hart was the man sent as the first Waterloo "District Representative." We are pleased to note that Mr. Hart still enjoys good health and is living in Guelph. He recalls that when the Galt School Board accepted the services of the District Representative, they first obtained advice from leading district farmers, who advised the board that a "white-collar man from the Agricultural College could not do much harm among Scottish farmers and they did not have to pay for him anyway, so send him along."

In the Collegiate in Galt, Mr. Hart found that he was not making the contacts which he wanted to make with the farmers, so he devised a way which still works very well, of getting to them through the young people. Thus he organized in 1909, the first

government-sponsored School Fair to be held in Ontario. This was held at Riverside School in North Dumfries Township. We believe that from this School Fair stem the great rural youth movements of today, the 4-H Clubs and Junior Farmers' Associations.

From this Mr. Hart went on to get the farmers acquainted with each other, so that they could work on community projects. This led to the formation of Farmers' Clubs, of which Mr. Hart proceeded to organize fourteen in the county. Two of these clubs, Central Dumfries and Maple Grove, are to this day flourishing organizations. From these many projects developed, such as livestock and seed Short Courses, and local plowing matches. Plowing matches had been held earlier during the latter part of the nineteenth century, but had died out. So well were they established under Mr. Hart that the county still has a match in each of the five townships annually. Mr. Hart's work was so effective, along with that of other District Representatives, that we read in the 1910 Report of the Minister that "we have a story that is full of past achievement and of future hopefulness."

Also through the Farmers' Clubs, Mr. Hart laid out demonstration plots on fertilizer and varieties of field crops. We should add that, under Mr. Hart, the Farmers' Clubs organized a central policy-making body called the County Board of Agriculture. This organization has its modern counterpart in the Federation of Agriculture.

So rapidly did Mr. Hart's work progress that in 1909 he was given additional staff. His first helper was our late assistant Deputy Minister, Mr. R. S. Duncan. Others were the late Mr. G. R. Green, Mr. Clark Duff who was killed in the first world war, and the man who succeeded him as Representative, Mr. J. S. Knapp.

So well did Mr. Hart succeed that in 1913 the county council purchased a Ford car for him so that he could do more. This was the first car provided for a Representative in the province. One of the men who led the way in the purchase was Mr. A. B. McPhail, Reeve of North Dumfries Township at the time, and father of one of the Department's great men, Mr. M. C. McPhail. The car provoked quite an interest in the province and made headlines in such papers as the Toronto Globe. This car also participated in another first. Mr. Knapp informs me that one day in Mr. Hart's absence from the county, he and Clark Duff were driving through Berlin when the Ford, getting a bit temperamental, smacked into the rear end of a street car. Damage was slight and they quickly got away from the scene, but he believes this to be the first such occurrence in which a Department car participated.

In 1914, Mr. Hart was succeeded as Representative by Mr. J. S. Knapp. Mr. Hart left behind him a solid groundwork. However, in his own words he said that "the Agricultural Representative was only the focal point; the farmers themselves were solving the rural problems and that was as it should be."



FIRST SCHOOL FAIR 1909
Riverside School S. S. No. 18, North Dumfries
F. C. Hart in the foreground



FORD CAR 1913
Waterloo was the first county to buy a car for the Agriculture Representative.
J. S. Knapp at the wheel

Mr. Knapp continued to expand the work of Mr. Hart, and to introduce new programs both to the county and to the province. He, too, concentrated on working with the young people. Mr. Knapp started the first One Month Short Course in the Province, in 1915, and from this he organized the first boys' and girls' clubs. From this program Mr. Knapp organized, during the first war, the first county Junior Farmers' livestock judging competition. From these competitions he sent the first boy from Ontario to take part in the International Show at Chicago.

Mr. Knapp then, as now, has always had a deep interest and appreciation of good livestock. Thus in 1914, he organized the Holstein and Shorthorn breeders of the county.

An interesting picture of Mr. Knapp spraying an orchard near Galt during the first world war exemplifies one characteristic of the men who pioneered the service. That is, they got right out and did the demonstration work themselves. The farm people appreciated the practical way these men worked. Although college graduates, they were all farm boys trained in the practical side of farming.

Mr. Knapp carried on as Representative until 1924, when he was succeeded by Mr. E. I. McLoughry. Mr. Knapp took up farming at Galt, and through the years has developed one of Ontario's top Ayrshire herds. He has continued his interest in the community and is this year (1956) honoured as Reeve of his township and Warden of the county. During Mr. Knapp's period the scope of the service continued to expand, particularly from the standpoint of junior extension and livestock improvement.

In 1924, Mr. E. I. McLoughry, who had been assistant to Mr. Knapp for several years, took over for a period of service lasting for over half of the first fifty years.

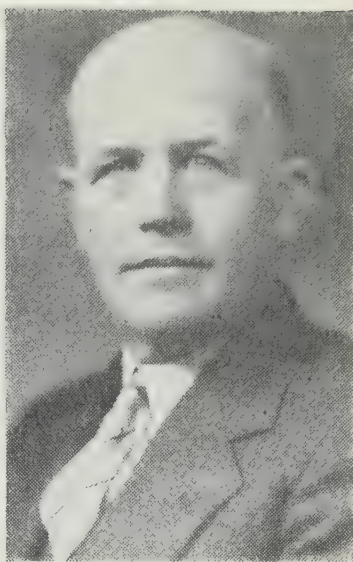
During Mr. McLoughry's term, from shortly after the first world war through the postwar period of the second, was a time of the greatest technical advances and changes in farming practices in the history of agriculture. It is a tribute to the character of the people and to the vision and industry of this man, that the agriculture in this county has kept pace with, and in many cases, given leadership to, the province. Under Mr. McLoughry, the program of the office continued to expand, and it is difficult in such a brief report to recognize properly all of its different aspects. However, there were four broad fields into which the work might be categorized. They are junior extension, soils and land use, crop and livestock improvement, and rural-urban relations.

As with his predecessors, the young people continued to play a very important part in Mr. McLoughry's program. In 1925 he introduced the Three Month Short Courses from which were graduated many of today's township farmers. Also in the late twenties, the first Boys' and Girls' Livestock Club was organized. This was in Wilmot Township and members had springing Jersey heifers for their project. From this start other clubs developed, until we have

AGRICULTURAL REPRESENTATIVE - WATERLOO COUNTY



F. C. HART
1907 - 1914



J. S. KNAPP
1914 - 1924



E. I. McLOUGHRY
1924 - 1951



R. A. FORSYTH
1951 -

our 4-H program of today. The Ottawa-Montreal bus trip as an award for Junior Farmers started in Waterloo County, and is still carried on with a number of other counties participating.

Crop improvement has always received a great deal of attention. In 1926, barn meetings were held in Waterloo County as the first seed cleaning demonstrations were carried on. At the same time, seed for acre plots of spring grain was distributed throughout the county for the improvement of varieties and yields. This was another provincial first. In 1925, the menace of the oat race of the nematode was identified in the county, and research was instituted on this pest. Much of the information we have today on the nematode developed as a result of this program in the county. This project is still wide open, and it happens that this year we are embarking on research in co-operation with the Ontario Agricultural College on chemical control of the nematode.

In the matter of livestock improvement, a considerable number of programs had their birth during Mr. McLoughry's stewardship. Among these was the starting of bacon hog fairs in 1925. Out of these came rail-grading on which Mr. McLoughry worked with Mr. George Foster of the Federal Department and the J. M. Schneider packing company. This resulted in the establishment in the county of Canada's first advanced registry for swine testing station at New Hamburg in 1932. It was subsequently moved to Waterloo where it is now the largest station in Canada.

Another major livestock development was the establishment in 1942 of Canada's first commercial venture in artificial insemination of cattle. Although this first attempt by the Waterloo Jersey breeders failed, the Holstein breeders commenced a successful program in 1944. The local unit has always worked very closely with the Ontario Veterinary College, and many research developments were pioneered here. As an example of this, the Waterloo unit was the first in North America to go into full time use of frozen semen, in 1954.

As mentioned, Waterloo is a cosmopolitan county with many different peoples and creeds. It has long been a policy of the office to carry on rural-urban projects. This commenced around 1925, with a series of community banquets and rural-urban gatherings. It has developed to the point where today our office assists in programs between the farm people and five service clubs, seven Chambers of Commerce, and numerous other urban groups.

However, the county has possibly become best known for its program in soil conservation and better land use. A progressive policy was, of course, only possible because of the interest and support of a good farming people. However, leadership was given by Mr. McLoughry and he, over the years, developed a most comprehensive knowledge of the soil and its problems. It is interesting to note newspaper articles on speeches which Mr. McLoughry gave, as far back as 1926, on soil conservation. It was in 1936 that a conservation program was started in the county with the co-operation of Professor

Ruhnke, from the College. This, interrupted by the war, got underway again immediately after. In 1946, County Council toured the conservation projects in the United States, and as a result Waterloo was the first county in Ontario to set up a special land use grant. From this, in 1948, came the establishment of a demonstration field in which was situated Canada's first plots to measure soil and water run-off. 1947 saw one of the first organized soil testing programs in the county, where one hundred farmers took samples in an organic matter survey. The same year brought Waterloo's first demonstration farm pond, again one of the earliest in Ontario.

I would be remiss not to mention the magnificent effort of county farmers during the second world war, when production per unit acre rose to the highest of any area in Canada. Mr. McLoughry's work in placing thousands of alternate service workers during the war, for the government of Canada, must also be noted.

Here again, as part of the war effort, Waterloo led the way in starting farm machinery repair short courses, which spread across the province.

In 1951, Mr. McLoughry was promoted to become the first Associate Director of Extension at the Ontario Agricultural College. R. A. Forsyth, who had been Mr. McLoughry's assistant for several years, succeeded him as the fourth Representative in Waterloo County.

The last few years have seen a continuation of this progressive agricultural policy. In 1951, 4-H Conservation Clubs were started, the first such in the province.

In addition, the policy of marketing hogs in a repayment plan for swine purchased by 4-H club members was inaugurated.

1954 was the year the International Plowing Match came to Waterloo County for the first time. A great effort was put forth by the people and it was truly an outstanding example of rural-urban co-operation. However, heavy rains and Hurricane Hazel caused the match to be remembered chiefly for the mud and damage.

Thus, briefly and superficially, we have listed some of the accomplishments which the office has assisted the farm people in carrying out. Much more should be said of the support and interest which all the people of the county have given, and which has made this first fifty years of the Agricultural Representative service so successful and worthwhile. Much also should be said of all the

people who worked with the "Ag Reps" as secretaries, assistants, home economists, field men, and others. In the main, however, the credit must go to the pioneers, both on the farms and in the Representative Service who laid such a firm foundation that those who followed after could do none other than progress in one of Ontario's finest counties.

OUR PIONEERS

Now watch these empire builders move,
And see what things they dearly love;
Observe what massive stones they bring,
What sure cement and fastening;
How deep they lay, how strong they bind!
With what a hand, with what a mind,
How well they plan, how well they do,
How old their work, and yet how new!

What strength of proud historic worth!
What vigor of more modern birth!
Together building Freedom's throne:—
And right secure to every one.
A home for Order, Justice, Peace,
And Reason's sway, till Time shall cease.

March 22—Angus Mowat, Director of Ontario Library Services, spoke at the 100th anniversary of Ayr Public Library. He was introduced by Dr. G. E. Duff Wilson, who compiled a history from a minute book, from personal reminiscences of Mrs. Bessie Whitson, and from 1855 and subsequent Ayr Observers loaned by J. A. Schmidt. Dr. Ward Woolner had served 49 years on the board.

October 15—The K-W Record carried pictures showing 96-year-old Andrew Heipel of Waterloo cleaning up his garden and Mr. and Mrs. Jacob B. Oberholtzer, Kitchener, total age 187, marking their 73rd wedding anniversary at the Kathleen Scott Pavilion.

December—Bob Steckle, RR 2, Kitchener, placed 4th in Greco-Roman wrestling at the 1956 Olympics at Melbourne, Australia. He was Canada's standard bearer for the opening ceremony.

CASTLES ON THE GROUND THE SIGN-POSTS OF HISTORY

John Martin, A.R.C.A., O.S.A., was the speaker at the spring meeting at Elmira. John T. Schmidt, Ayr, who had accompanied Mr. Martin on a number of his country tours, paid tribute to the persevering nature and to the knowledge of the speaker. Mr Martin showed coloured slides to illustrate many of the features to which he referred.

Here is a summary of Mr. Martin's remarks:

"I would like to say a few words about my booklet, *The Waterloo County Guide*, published by the Waterloo Trust and Savings Company.*

"I have been in Canada 32 years and I have learned much of the Pennsylvania-German history. I have studied things that have been put away—put away because of a lack of erudition. I am a professional archeologist and my book is not a pig in a poke.

"Not by chance but by choice I went to live in Ayr, in one of the more charming houses in the village. On the glass of one of the windows is "Daisy, 1862," written with her diamond perhaps, for she certainly did not do it with her nose. My aim was to do something about a county guide. I know the antecedents of Waterloo County—one of the oldest and richest in heritage, for it goes back to 1650 in Pennsylvania. I conducted research on the Hunsperger family back to Switzerland.

"For 30 years I have looked at architecture and in my opinion a man's history is told by his gravestone and the house he builds. His house is a manifestation of himself and the way he lived. Pennsylvanians and Scots and Germans were affected by a long line of culture built by people after people after people.

"Consider the Shoemaker house in Bridgeport. Shoemaker had seen Williamsburg. The evidence is the old English bond, the rubbed down brickwork with stringer-header, in false mortar joints. The house is beautifully designed and the doorways among the finest I know. Now there has been deprecation on the Shoemaker house. To put on a tin roof the dormers came off. They cannot be replaced; and so often we mistake change for progress.

"Another famous architectural landmark at the main corner in St. Agatha has had its verandah boarded up—a sort of idle gesture put on without rhyme or reason. Also at St. Agatha the driving shed of the blacksmith shop was removed—idle byplay by mischievous hands. A bell tower near Bamberg disappeared. Rare things like 25-light windows vanish all too quickly. Such things should come of necessity—not mischief.

"Artifacts represent the times. There was considerable hullabaloo in London during the bombing when 13th and 14th century shoes were found under the floorboards. Previously we had surmise and drawings. Here were the factials—children's and long-pointed shoes.

*58,000 copies printed in 1956

"Shoes rot but pottery persists. A little bit of blue glass can tell the location of a town. Charlotteville, intended to be Upper Canada's capital, was built by military men. I found broken bits of pottery and located Charlotteville. Now it lies under a golf course.

"Williamsburg was located to a large extent by pottery and charcoal. Aerial photographs are very useful, as is shown by them in locating Roman ruins in England.

"My book consists of 48 pages with colored illustrations on each page. The architecture is explained. Elmira is represented by a little white house next to Weber's store.

"The booklet outlines four journeys throughout Waterloo County. Each journey is an afternoon drive and the drawings represent some of the best places to be seen. Before this there never was a county guide done in the English manner. Showing how little has been done, I was able to take a copyright for every county in Ontario. We are not too late in the matter. I do not consider that my life has been a crusade—just years and years of hard work.

"I went around Waterloo County one year—and again the next year. What was missing the next year was a tragedy. Let me remind you that the important things should be kept in the Pioneer Village.

"The significance of American architecture is that what had been done in Europe in stone was done here in wood. Rochester was built in wood.

"My pictures will show you a Bavarian-Swiss tower in St. Agatha; how a telephone booth that I once used gratefully, mars the appearance of a fine old hotel; and an arch in an old lime kiln near Branchton.

"There has been no change in the construction of an arch since the building of the pyramids of Gaza. The arch is perfectly squared or it would not have stood. Earth was placed under the stones until the keystone was in place; then the earth was removed. The Ferrie mill at Doon shows that the stones were not merely held by mortar but were so placed they would stay without it.

"At Central Presbyterian Church in Galt all lines lead you upward. Knox's Church is very substantial and satisfying. Truly, there is much to be seen and appreciated in Waterloo County."



CENTRAL SCHOOL—GALT

The main building dates from 1856. The portion to the right of the fire escape was added in 1909. The triple-framed windows in the old school were made necessary because the addition covered the old end wall. The classroom to the right of the entrance has a metal ceiling, the first one installed in a Galt school. In 1899 the Board had it placed on a trial basis. At that time Miss Rayfield taught kindergarten there.

CENTENNIAL CELEBRATION—CENTRAL SCHOOL, GALT THE CHILDREN'S PARTY—June 1, 1956

By Sylvia Lawrence—Grade VII

Friday at last. We finally would know what the secret was that had kept us in suspense for so long.

The bell rang at 1:20 p.m. as planned and when the second bell went, everyone was silent. It was as if a roaring tornado had suddenly disappeared, for we had been the noisiest group you ever heard. Then we were startled by screams of laughter. What was going on? Maybe it was just something funny happening in one of the classrooms; nothing out of the ordinary! But then another scream of laughter. Everyone in our room was silent—footsteps, it must be our turn! And sure enough, there at the doorway was a tall gentleman dressed in a green vest, top hat, and the funniest looking oldest style suit you ever saw, and there was Mr. Rintoul right in the middle of it. Everyone laughed so hard they must have raised the roof right off the school.

Then we went downstairs. Poor old Central probably thought it had a drink from the fountain of youth, for there were all the teachers, dressed in old fashioned costumes. Now the school really did shake with laughter.

First we had an old musical number, then the play. And what a play! It took place in an old schoolroom, and some of the mischievous tricks they pulled! It was really hilarious.

Just one of those rare days I suppose, for when we came upstairs we received ice cream bars. They were delicious! Then to top off a wonderful hundredth birthday party, gay colourful balloons were given to us. It was certainly a memorable occasion.

REMINISCENCES BY A GRADUATE

By Kate F. Jaffray

Miss Jaffray was formerly secretary of the Galt C.I. & V.S. and is descended from the family that founded the Galt Reporter.

Seventy-five years ago I was a pupil at Central School. Robert Alexander, known to the pupils as "Bob Sandy" was the principal, a strict one but a good one. Among the teachers was C. B. Linton who was loved by all the pupils, Miss Jennie Ovens, Agnes McDougall, Grace Kay and Eliza Addison. Kindergarten was just being started and was taught by a man (Groh, I think his name was) and was quite unlike present kindergarten.

In the early nineties I attended Model School there, under Mr. Alexander, and later taught a second book room at the large salary of \$240 a year — \$20 a month. The seats were double and all the room was full. Mr. Alexander was still the principal and some of the teachers then were Miss Kate Porteous, Miss Lizzie Kynoch, Miss Addison and Miss Rayfield. Mr. Cavers was the caretaker and saw that every room was provided daily with a pail of fresh water and a small dipper, so that anyone wanting a drink, teacher or pupil, could use the dipper.

What a change from present conditions! Perhaps it will make teachers and pupils realize how fortunate they are today. I hope all have a good time at the reunion. Sorry I cannot be there.

CENTENNIAL CELEBRATION FOR GRADUATES

June 2, 1956

By A. W. Taylor

The reunion for former students was held on a bright Saturday afternoon, with upwards of one thousand persons present. Opening with one hundred strokes of the old bell and registration at 2:30 p.m., the program was conducted on the grounds to the north of the

school. On the red and gold decorated platform with Mrs. R. M. Hastings, general chairman of the school centennial committee, were Principal David B. Little, former principals J. L. Daniel and Boyd Shewan, and former pupils: Mayor William Anderson, Judge D. S. Charlton, Arthur White, M.P., School Trustee T. C. Taylor, and Mr. J. S. Webster. Also on the platform were R. M. Myers, M.L.A., Dr. M. B. Davidson, and others.

After each of these had brought greetings, the highlight of the afternoon was the rededication of the school bell by Dr. M. B. Davidson, a ceremony both brief and impressive. The bell, freshly housed in a permanent shelter on the lawn, had hung in the school belfry from 1866 to 1950. From the records of the Board of Education it seems certain that this was the first school bell in Galt. Previous to 1866, children were to be at school by 9 o'clock, "English Church bell time." Incorporated in the new mounting are portions of the well worn sandstone steps which had been removed from the north and south entrances of the school during renovations in 1905. The canopy was designed by J. S. Webster and was built entirely by volunteer labour. Stuart Hall donated a bronze plaque attached to the base.

Mrs. David Rife of Hespeler, aged 103, the oldest living ex-student, was unable to be present, but her little great-granddaughter, Rosemary Rife, accepted a bouquet of red roses on her behalf. (Greetings were also sent to Mr. Enoch Eby, a former principal.)

The printed program bore a thousand-word history of the school.

The centennial celebration of Central Public School, Galt, will be remembered for many years to come.

C.P.R. BRIDGE AT GALT DEMOLISHED

At 10:30 p.m. on Wednesday, May 2, 1956, the Canadian Pacific Railway bridge over Water Street (Highway No. 24), Galt, was destroyed when two engines on a fast freight train crashed into a standing locomotive. Two trainmen were killed and several were injured. The wreckage fell, blocking the highway. The bridge was replaced by a temporary wooden structure and then, on October 10, 1956, by a new steel span. The damaged engines were scrapped because of the railway's policy of replacing steam with diesel locomotives.

The Galt factory at the southeast corner of Water and Concession Streets, now occupied by Manning, Maxwell and Moore Limited, was at one time a pin factory. Beginning in 1883 brass and admantine pins were manufactured by MacGregor, Gourlay and Fontaine.

DEATHS, 1956

Bishop Oscar Burkholder, 70, pastor of Cressman Mennonite Church at Breslau for 43 years, died October 29. Before retiring in 1954, he had taught for 37 years at the Mennonite Bible School in Kitchener.

Amelia Warnock Garvin died September 7. "Katherine Hale," the well known Toronto poet, essayist, music critic and author of historical works revealing the romance of Canadian homes and cities, was born in Galt, the daughter of the late Mr. and Mrs. James Warnock. She received her education in the Galt public and secondary schools, and Glen Mawr School, Toronto. She was the widow of John Garvin of Toronto.

Owen A. F. Hamilton, Q.C., 77, died February 29. He served many years on New Hamburg cemetery, planning, library and trade boards. He was active with county organizations and with St. George's Anglican Church. For many years he was a member of the Waterloo Historical Society and he compiled many items concerning the history of New Hamburg.

Joseph A. Huck, 77, founder of the Huck Glove Co., Ltd., and member of Kitchener Separate School Board for 29 years, died January 9.

Edwin Huehn, 73, former Waterloo County warden, died March 12. Active in numerous organizations, he also served Wellesley Township as deputy-reeve 1935-40 and as reeve 1941-47. For many years he operated a general store and was postmaster at Heidelberg.

John N. MacKendrick, 97, died January 7. The son of pioneer settlers of Galt, he was educated in the Central and Tassie Schools, and entered the University of Toronto on a general proficiency scholarship. After graduating in 1887, he taught school for a few years. Then he served the Gore District Mutual Fire Insurance Company as an inspector, later as the secretary-treasurer, and lastly as the managing director.

Mr. MacKendrick was keenly interested in public welfare work, and gave generously of his time and abilities for the benefit of the Galt Hospital, the Galt Collegiate Institute, the Horticultural Society and the promotion of sports. He was one of the original members of the Waterloo Historical Society from Galt, and continued to give valuable leadership year after year to make it a county-wide historical organization.

Thomas Yates, 92, died February 10. He was the last surviving member of the council in office when Preston ascended from village to town status in 1899. He was known as "Mr. Preston" and gave enthusiastic service to school board, dramatic society and Silver Band. During Preston's jubilee-reunion in 1949, he wrote a witty column in *The Reporter* under "Uncle Tom Recalls." A staunch member of St. John's Anglican Church, where he was choir leader for 20 years, his memory will be perpetuated by the continued presentation of Thomas Yates trophies for general proficiency to students of Preston public and high schools.

